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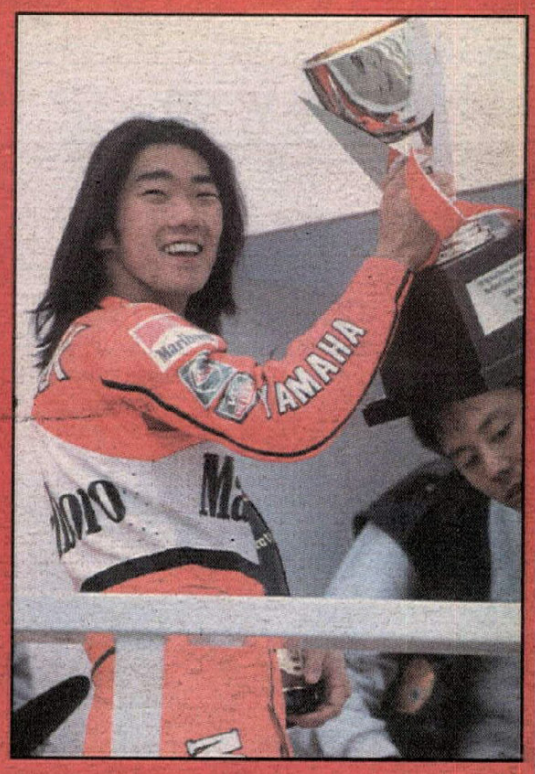
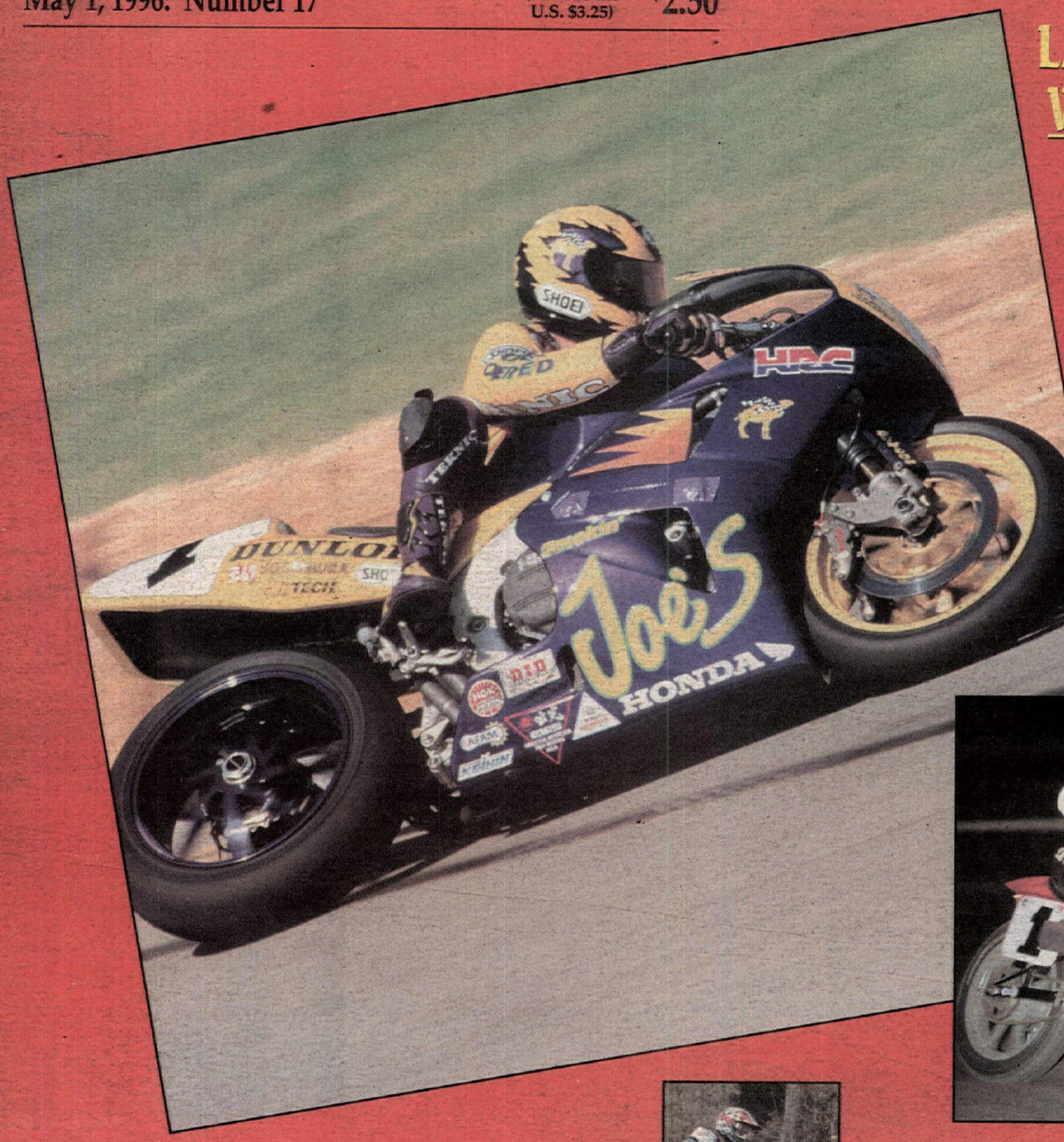
JAPANESE GRAND PRIX

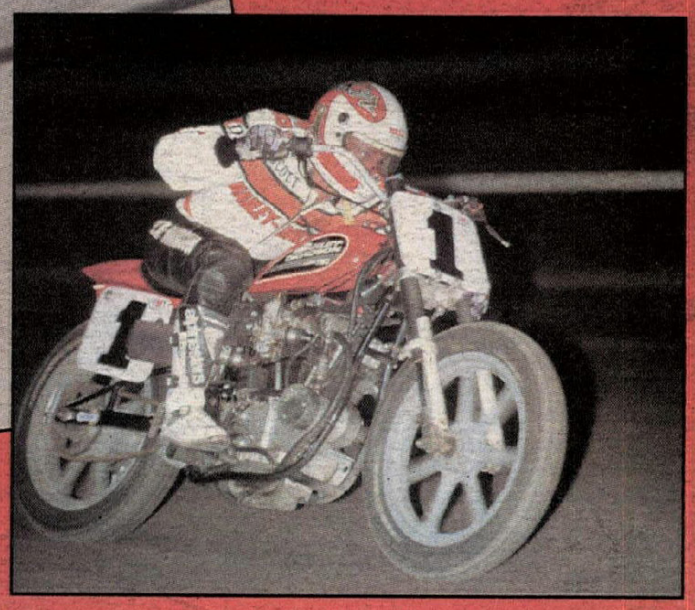
Abe fulfills his promise



L.A. MOTORCYCLE WEEKEND

DuHamel, Parker continue to roll in Pomona





Loretta Lynn's National HS/GNCC

Summers on fire!

TIME DATED MATERIAL MAILED APRIL 23, 1996

IN THE WIND

National Enduro Champion **Ty Davis** (Kaw) won the AMA National Hare Scrambles round in Redding, California, on April 21. The runner-up was Steve Hatch (Suz), while Rodney Smith (Suz), Ron Naylor (Kaw) and Jason Dahners (KTM) rounded out the top five. Smith owns the series points lead with 96 with Hatch in second with 75 points. Dahners is third with 67.

David Schultz (Suz) defeated **John Myers** (Suz) to win the NHRA Pro Stock event at the NHRA Fram Nationals in Commerce, Georgia, on April 21. Schultz clocked a 7.47-second, 179 mph run.

Gary Clark (Kaw) was top eliminator in the Funnybike category during the AMA/Prostar Kawasaki Nationals at Montgomery Motorsports Park in Montgomery, Alabama, on April 21. **Bill Vose** (Suz) won the Pro Mod class. **Chris Williams** (Kaw) won the 600cc Supersport division.

Doug Lampkin (Bet) carded 52 points and claimed his second World Championship victory during round two of the World Championship Observed Trials Series at Hawkstone Park, England, on April 20-21. **Marc Colomer** (Mon) was second with 55 points. **Bruno Camozzi** (Bet) was third with 92 points.

Dick Mann (R-E) narrowly topped **Peter Ford** (BSA) to win the Premier Heavyweight Expert class during the AHRMA vintage trial at Sandhill Ranch in Brentwood, California, on April 20. **John Ford** (Gre) rode to a perfect score in the Premier Lightweight Novice class. **Darrel Johnson** (R-E) landed the win in the Premier Heavyweight Novice class.

Racing Enterprises will be holding a rare **motocross practice day** at Carlsbad Raceway on Saturday, April 27. The club also wanted to confirm that it will be running a 125cc Pro race in addition to the Open Pro race at Commotion by the Ocean, which is scheduled for June 8-9. For more information, call 619/484-1441.

Muzzy Kawasaki team owner **Rob Muzzy** is confident that his appeal over the disqualification of **Anthony Gobert** from the second leg of the opening round of the World Superbike Championship in Misano, Italy, can be won when the case gets to an appeals board. The carburetors on Gobert's Kawasaki were fitted with a removable collar, basically a restrictor plate designed "to tame the bike down a little bit," Muzzy said. "We used stock, homologated carbs with a removable collar," Muzzy said. "The collar was not attached. They checked it before the first race, before the second race and after the second race. Simon (Crafar) had the same thing in his carbs and he was fine. In fact, he moved up a spot when Anthony was disqualified." Muzzy said the collars were used on his bikes at Daytona, but that they weren't using them at Pomona on April 21. "We're not using them here because we found something better on the dyno and that's also what we'll use at Donington this weekend. We feel we didn't do anything against the rules. It didn't say you couldn't make the carburetors smaller." Muzzy said the FIM has 30 days to set up the appeals board. "We just want to get our points back from the first round."

Highway safety lobbyists and professionals gathered in New Mexico last week to lay the groundwork for renewed attempts to prevent the repeal of **state mandatory helmet laws**, according to the AMA. The strategy meeting, entitled "Strategies to Prevent Helmet Law Repeal," was held in Albuquerque in conjunction with the 14th Lifesavers Conference, an annual highway-safety conference that draws nearly 1000 participants. A conference workshop hosted by Ms. Kyle Zimmer, the director of state affairs for the Advocates for Auto and Highway Safety, addressed how the press and public can be persuaded to support anti-motorcycling legislation by promoting the image of motorcyclists as a social burden. Advocates of restrictive legislation targeting motorcyclists have traditionally argued that the public subsidizes motorcycle use because injured motorcyclists often rely upon public funds to pay their medical bills. Several studies, however - most notably one issued by the University of North Carolina in 1992 - have demonstrated that there is little truth to the claims made by social-burden theorists. Nevertheless, the social-burden arguments remain a mainstay among anti-motorcycling advocates, according to the AMA.

Multi-time Baja 1000 winner and former AMA D-37 Champion **Dan Ashcraft** will compete in the 1996 Chevrolet Pikes Peak International Hillclimb on July 4. Ashcraft will race in the Open Pro Motorcycle Division aboard a KTM 550 M/XC against the likes of Davey Durelle and Terry Poovey. The phone number for Pikes Peak has also been changed to 800/307-8168.

Three two-rider teams will represent the United States in the **FIM Cup - Sidecar Cross of Teams**, scheduled to run in Rothenthurm, Switzerland, on September 29. Team USA will consist of Pete and Scott Whitney, Ed Hall and Brady Budd, and Mike Burns and Bob Morgan. The team will be managed Damon Doherty. The Sidecar Cross of Teams is similar to the Motocross des Nations in that it is a competition between different countries to determine the best team in sidecar motocross.

New Zealander **Andrew Stroud** was a surprise competitor at the AMA National held at the Pomona Fairplex, on April 20-21. Riding for Erion Racing in place of the injured **Chuck Sorenson**, Stroud competed in Saturday's SuperTeams and 600cc Supersport events, both times with good results. When asked how the deal came about, Kevin Erion said a friend sat next to Stroud on a plane out of Daytona after Motorcycle Week. "A good friend who works at Honda, when he found out about the Chuck Sorenson incident, was on the plane with him (Stroud). That's pretty much what got the whole ball rolling. He's a foreign rider so his name isn't right on the tip of your tongue." As to how long the Britten rider would be riding for the team Erion was unsure. "He's going to stay through Laguna (April 28) and we're kind of chit-chatting about the rest of the season." Sorenson broke his arm during 600cc Supersport practice in Daytona and had been recovering since then and Erion wasn't sure if he'd be able to ride at Laguna Seca. "We aren't sure how his arm is yet so we'll have to wait a few days and see. Sorenson, on the other hand, seemed fairly sure he'd be ready to race. "I'll be back for Laguna. I've just been building up strength for my first full season of 600cc Supersport. I'm really happy Kevin got a good rider like Andrew. It makes it a lot easier for me when I come back."

Unadilla has announced that the new Ramada Inn on Route 8 in Hartford, New York, is the official race headquarters for the 1996 AMA 125/250cc National Motocross round scheduled for Unadilla on July 20-21. For reservations, contact Michele Smith at 315/735-3392.

VP Racing Fuels will have fuel available on May 4-5 at the Hangtown round of the AMA National Motocross Championship and again at the Glen Helen round on May 11-12. For more information, call 909/674-9167.

The third round of the AMA Superbike National Championship, scheduled for **Laguna Seca Raceway** in Monterey, California, on April 27-28, will once again be sponsored by Rotten Robbie, a chain of gas stations in Northern California. In addition to the full AMA road racing program, Laguna Seca will run SRA Sidecars as an exhibition race.

Former Laguna Seca 250cc and SuperTeams National winner **David Emde** is hoping to find a competitive ride for the upcoming AMA National at Laguna Seca Raceway on April 27-28. Emde, who works for the DP Safety School at Laguna Seca, has applied

Bervoets takes over

Bieffe Suzuki's Marnicq Bervoets (above) moved into the series points lead after winning both motos at the 250cc World Championship Motocross Grand Prix in Danzig, Poland, on April 21.

After dominating both motos on the sandy Gdynia track, Bervoets relegated RWJ's Stefan Everts, the defending champ and series points leader going into the race, to third. Everts' best finish was 10th in the first moto, as he finished out of the points in the second.

Second overall in Poland was taken by American Tallon Vohland of the JHK Kawasaki race team. Vohland went 2-3 on the day and moved into second place in the series standings, 12 points behind Bervoets, 132-120. Everts is currently third with 109. German Pit Beirer, of the Pamo Honda team, finished out the day in third, going 4-2. Frenchman Frederic Bolley, Vohland's JHK Kawasaki teammate, was fourth and Dutchman Pedro Tragter, of the Tragter Suzuki squad, was fifth.

In the Austrian round of the World Championship 500cc Motocross Series on April 21, Team Honda's Darryll King rode to victory in Schwanenstadt, three weeks after younger brother Shayne King, of the factory KTM effort, won the series-opener in Italy. Darryll King finished fourth in the first moto but came back to win the second, giving him top honors for the day.

Defending champ, Belgium's Joel Smets, on the factory four-stroke Husaberg, moved to the top of the championship leaderboard after posting 3-2 moto scores for second overall. He now leads the series by a single point over Darryll King, 56-55.

Third overall on the day went to Austrian Rupert Walker and his KTM, much to the approval of the folks at the nearby KTM factory. Husqvarna's Peter Johansson gave four-stroke fans something else to get excited about as he landed fourth overall, via 5-4 moto tallies. Germany's Dietmar Lacher, on a Honda, rounded out the top five overall, going 3-5.

At the World Championship 125cc Motocross Grand Prix in France, again on April 21, Frenchman Sebastien Tortelli rode his Kawasaki to a double-moto sweep over fellow countryman Frederic Vialle, on a Yamaha. Vialle went 2-4.

Third overall went to another Frenchman, Honda-mounted Mickael Maschio, while Yamaha's Paul Malin prevented an all-France sweep, as the Brit finished fourth. Fifth was claimed by another French rider Luigi Seguy, on a Kawasaki.

for his racing license and is looking for either a 750cc Supersport or 250cc GP ride. Emde won the 250cc race at Laguna in 1982 and 1983 and won the 1993 SuperTeams event with Al Salaverria. Emde can be reached at 408/649-5620.

Lucky Strike Suzuki's **Daryl Beattie** says he's planning on starting a helicopter cattle mustering business in Australiaís deep north after he retires from racing, reports *Cycle News* contributor Darryl Flack. Beattie also said he would like to take on touring car racing which is former teammate Kevin Schwantz has done with great success in Australia..

Honda race team manager **Gary Mathers** will ride a 1997 Honda Valkyrie in the 1996 Kyle Petty Charity Motorcycle Ride Across America, according to American Honda. Mathers, who usually rides a Honda Gold Wing, will participate in the ride which begins in Sacramento, California, on May 6 and ends in Charlotte, North Carolina, on May 12.

The **16th Annual Beverly Hills Motoring Accessories Charity Car Show** will be held on July 28 on the lawn of the Beverly Hills (California) High School. The show will also feature motorcycles. For more information, call 310/535-3895.

According to a press release issued by the team, defending World Superbike Champion **Carl Fogarty** is intent on finishing on the rostrum in his home race at Donington Park in England on April 28. "My season will start proper at Donington," Fogarty said. "We've struggled for dry track time in preseason testing but we're getting on the pace, quickly."

Yamaha's **Colin Edwards II** is also hoping for a better result at the Donington Park round of the World Superbike Championship. "I can't be too angry," Edwards said of his results in the opening round in Italy. "We got points which I suppose is better than last year. I am disappointed, though - you don't just qualify on the front row of the grid and then finish seventh and 11th. My goal is to win. I gotta go out there and give 100 percent and nothing else. The top of the podium is the only place to finish."

On July 20, the Middle Atlantic Motocross Association (MAMA) will hold a fund raiser for a memorial fund in the name of **Donny Schmit**. The event will include several "fun" races and a charity silent auction at Budds Creek MX Park in Maryland. The event has been arranged with cooperation from Schmit's widow, Kari. Fox is the only sponsor of the event at this time, though the club is looking for others to donate to the auction and prizes for various events. For more information, call John Hooper at 800/559-1923.

Cagiva North America Inc. is now a corporate member of the AMA. "We are looking forward to assisting the AMA in promoting the sport and lifestyle of motorcycling," said Dan Van Epps, operations manager of Cagiva. "We encourange all Ducati and Husqvarna riders to sign up for individual memberships as well. A strong AMA ensures a bright future for the motorcycle industry, and for the sport in general."

A major off-highway vehicle trail system planned for the central Appalachians in West Virginia has moved one step closer to implementation when West Virginia Governor Gaston Caperton signed a bill creating the Hatfield-McCoy Regional Recreation Authority, a public corporation which will operate the trails. The legislation had earlier passed the state legislature with near-unanimous support. "I am truly excited about prospects for economic development related to travel and tourism in the Hatfield-McCoy counties," Caperton said at the formal bill signing on April 3.

A disqualification catastrophe was narrowly avoided after the AMA Teamline 750cc Supersport final at the Pomona Fairplex on April 20. Upon teardown, the AMA found all of the Suzukis which were impounded to have **illegal cams**. "The 750cc Supersport cams were different in the winner's circle than what we had," AMA technical director Merrill Vanderslice said on Sunday, April 21. "As it turns out, we had a California model GSXR and the 48-state models have cams that are a lot different." Everyone concerned was cleared of any wrongdoing and the AMA will now get its hands on a non-California model Suzuki GSXR750.

Planet Desmo Racing will sponsor a track day at the new Gingerman Raceway in South Haven, Michigan on July 4 with three rider groups planned: Street I, Street II and Hot Shoe. Riders who are members of CCS, WERA, GLRRA, AHRMA, DOCC or SSA can register for $85 on or before April 30. The fee after that date is $100. For more information, call Jeff Jennings at 610/399-0958 or visit Desmo's site on the World Wide Web at the following address: http://www.emanon.net/~jennings/ginger.htm for more details.

Personal Watercraft Illustrated, the sister publication of *Cycle News*, is actively searching for an **assistant editor**. Knowledge of personal watercraft, and an English or journalism degree is preferred. Send resumes to *Personal Watercraft Illustrated*, Paul Carruthers, 2201 Cherry Ave., Long Beach, CA 90806. No phone calls, please.

HIRED: Cameron Coatney, as assistant editor of *Cycle News*, effective immediately. Coatney was formerly assistant editor of *Personal Watercraft Illustrated*, a monthly personal watercraft magazine published by CN Publishing.

APPOINTED: Masek Sports of Casper, Wyoming, as the newest distributor for Spectro Oils of America. Masek can be contacted at 307/237-9566.

OPENED: Parkway Motorcycle Rentals in Asheville, North Carolina. Parkway features late model and vintage BMW, Moto Guzzi and Cagiva motorcycles available for daily, weekly or monthly rental. Parkway is located just two minutes from the Blue Ridge Parkway. For more information, call 800/609-7433. Parkway also has a home page on the World Wide Web. The site can be found at the following address: http://iconz.co.nz/bmw/parkway/ParkwayHomepage.html.

OPENED: Pro-Action Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.pro-action.com.

AUTOGRAPH SIGNING: At Harley-Davidson of Sacramento in Sacramento, California, on May 3 from 7 to 9 p.m. NASCAR personalities, including Kyle Petty, are scheduled to appear to celebrate the start of the Kyle Petty Charity Ride Across America. For more information, call 916/929-4680.

AUTOGRAPH SIGNING: At Good Times Kawasaki in Sacramento, California, on May 3 from 6 to 7 p.m. Team Kawasaki's Jeff Emig, Damon Huffman, Ryan Hughes and Mike Kiedrowski are scheduled to appear. For more information, call 916/344-2141.

AUTOGRAPH SIGNING: At Fay Myers in Denver, Colorado, on May 17 from 6 to 7 p.m. Members of Team Suzukiís motocross team are scheduled to appear. For more information, call 303/744-6632.

ANNOUNCED: The Donnie Hansen Motocross Academy as a sponsor of the 1996 Rocky Top USA Motocross Racing Series.

ANNOUNCED: A sponsorship agreement between Team Suzuki Sport, the road race support arm of American Suzuki Motor Corporation, and ProFlex Bicycles. ProFlex will provide its 756 model mountain bikes to members of the team for training.

OPENED: TravelCraft's home page on the World Wide Web. The site can be found at the following address: http://www.travelcraft.com.

AUTOGRAPH SIGNING: At Michael's Kawasaki in Carson City, Nevada, on May 11 from 2 to 6 p.m. Team Green's Ty Davis and Greg Zitterkopf are scheduled to appear. For more information, call 702/883-6480.

PROMOTED: Terry Beal, to the position of Motorsports Marketing Coordinator for Yamaha Motor Corp. Beal will be responsible for assisting with promotions, public relations, advertising, marketing and consumer events.

AUTOGRAPH SIGNING: At Capitol Yamaha, in Sacramento, California, May 3, from 6 p.m. to 7:30 p.m. Team Yamaha's Damon Bradshaw, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 916/485-9200.

NAMED: Lance Bryson, as Vice President of Marketing and Public Relations, for Mike Kidd Promotions Inc. Bryson will oversee sponsorship sales and responsibilities, along with media and public relations. For the past five years, Bryson has been working for the International Jet Sports Boating Association as National Sales Manager for Jet Sports magazine, their in-house publication. Bryson can be reached at 817/626-7297. CN

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VOICES
Letters to the editor

Round two

Mr. Jeffrey's response to my letter in your "Voices" section (Issue #14, April 10) seems to miss the message that I was trying to portray.

My message was that promoters of large motocross events should reward winners with trophies that at least identify the event. The first-place trophies we received at Gatorback were small, generic plaques that didn't identify Gatorback or Gainesville, but simply had the year 1996 on them.

Since my last letter the promoter of the event, World Sports, has sent my son two custom-made polished brass plates identifying his first-place finish, the class, and Gatorback Motocross Park, and Gainesville, Florida. For that, we thank them.

Ralph Stoyne
Pittsburgh, PA

Trophies - still

I have something more to add about the letter entitled "Bad Trophies" (Issue #12, March 27) from a couple of weeks ago. I've been racing the Georgia MX Series for the past two and a half years. When I go to the races I usually take eight to 10 family members and friends, and that alone in gate and entrance fees is usually over $100. Then I race all day long and if I happen to do well, all I get is this crappy little particle board plaque, that's usually scratched up.

I want to add something even more pathetic. I raced in Warrior, Alabama, at the Iron Man MX for the first time. My wife, friends and myself drove over three hours to get there and, for the first time, I won both of my races and first place overall. What did I get? I got a square homemade plaque cut out of a piece of plywood, painted brown, with a picture out of an MX magazine inside a photo-album cover, and it was all nailed down to the plaque. When they handed me the plaque they asked me what place I had finished, and handed me a sticker that said "first place."

My point is that as much money as these promoters are taking in, they have got to get it together. It's beginning to take all of the fun out of racing. It's taking the dream of going home with the big trophy away from all of us. Come on, guys, I'd rather take home a small trophy than a cheap plaque.

Eric Nelson
Lanett, AL

Two-strokes forever

The meetings discussing regulations banning two-strokes on public land were, unfortunately, announced too late for me to attend in my area. I am disappointed that I wasn't able to attend.

On a more productive note, I would like to see in *Cycle News* the politicians that support us, the cycling enthusiast, amateur/professional racer, the motorcycle/parts buying consumer and, hopefully, the registered voter. HiTorque publications, to their credit, have published lists of these in their magazines. Referencing the first paragraph, they too put that information out too late.

I, individually, do not have any facts, figures, or ecologically helpful reasons why two-stroke motors shouldn't be banned. I do know that the factor that makes our sport enjoyable may also lead to future restriction, eventual mediocre race machine performance, and a longing for "the good old days." The factor is individuality. We, as a group, don't seem to use the power of collective numbers to affect change. Write a letter to a politician (Lee Grissom, Director of the Governor's Office of Planning and Research, 1400 Tenth St., Sacramento, CA, 95814), buy a two-stroke, and vote for people that have our interests in mind. If you don't think this can happen, think about what bureaucracy did to the 500cc/Open class in 1993 or all of the MX tracks that used to be in L.A. County.

August Spillers
Glendale, CA

Dirt track blues

I hate to run an issue into the ground, but there seems to be a large number of AMA Class C fans who view the 883 and 600 class as I do. I have been going to Nationals all across this country since 1969 (and have ridden in a couple). At last count I have seen 43, and have been rained out at a few. So, while I may still be "new" to motorcycle racing, I do have an opinion as a paying spectator.

In earlier days (around 1968-72), you would get to see all three classes at some national events: Novice 250cc, Junior and Expert 750cc. At that time there were many manufacturer's products available that could be made competitive, and aftermarket companies supplied frames, wheels and other items to make almost any motorcycle work. If you had a favorite brand motorcycle, chances are it would be represented in some fashion. I still remember Rice and Mann on BSA, Nixon and Romero on Triumphs, Jorgenson and Aldana on Nortons, Brelsford on a Kawasaki triple, Roberts and Castro on Yamahas, Hocking on a Honda four and so on. You could see nearly anything in the Novice class.

So now to a few points. As we have "progressed" to where we are now, you get to everyone on someone's Harley, with just a few Hondas left. Under current rules, there are not many other brands that have a product that can be converted to this specialized motor sport. And why should they? Motocross and road race sells motorcycles. Anyone who wants can be a motocross weekend warrior and have lots of fun. There are dozens of street bikes that look just like the ones on superbike tracks, and you can ride them to the store, work or school. These items sell and make profits. But try to come up with something that looks just like an XR750 or RS750. They don't sell, no need to make them.

Class C 750 motorcycles are fast. So are 600s. 883 Sportsters under current modification rules are not, and are in fact boring to watch generally. My wife, daughters and myself always wait for the 883 heats to go to the rest room and concession stand so that we don't miss any of the good racing. (No insult implied to Springer, Hacker, or any other riders. My opinion is that I would much rather see up and coming new racers on fast 600s than current national contenders on 883s.

Some of the best fun at past national races was seeing your favorite racer on your favorite brand line up for the feature event and beat your buddy's favorites. If a Yamaha or Suzuki is your brand, you're out of luck.

With more factory participation, would more money be available for product development and rider support? And maybe a few more spectators would come to the races, thus supplying more purse for the riders.

With the staff the AMA has, and with input from the racers and sponsors, it seems to me that these problems could be resolved in the near future. At $25 and up for race tickets, plus the cost of travel these days, I may not be able to convince myself to go to these events in the future if I am not going to see what I like. And if more people make this same decision, how much longer will there be Grand National racing?

Bill Hotchkiss
Amarillo, TX

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ON THE FRONT COVER

And the winners are: Norifumi Abe, Miguel DuHamel, Scott Parker and Scott Summers. Photos by Gold & Goose, Kinney Jones, and Davey Coombs.

"JUNKYARD" DOWD DIGS UP GOLD IN SILVERDOME.

John "Junkyard Dowd". He's older than the rest of the 125cc pack. He's a lot tougher than most.
And when he gets off his leash—he bites.

Ask anyone who went to the AMA 125cc Eastern Regional Supercross series at the Pontiac Silverdome last week.
Junkyard Dowd was definitely not anybody's best friend.

First, he got loose during his heat race, tore up the track and chewed up everyone in sight.

In the main event Old Junkyard snarled and snapped his way up to the top dog spot. On occasion, a few of the younger puppies sniffed at him, but the old dog ignored them and just kept right on digging.

When John and his YZ125 crossed the finish line, he'd dug up the gold at the Silverdome for another Supercross victory.

So, to John, we say "Congratulations!"

And to his competition, we offer a little tip: "Beware of the Dowd."

YAMAHA

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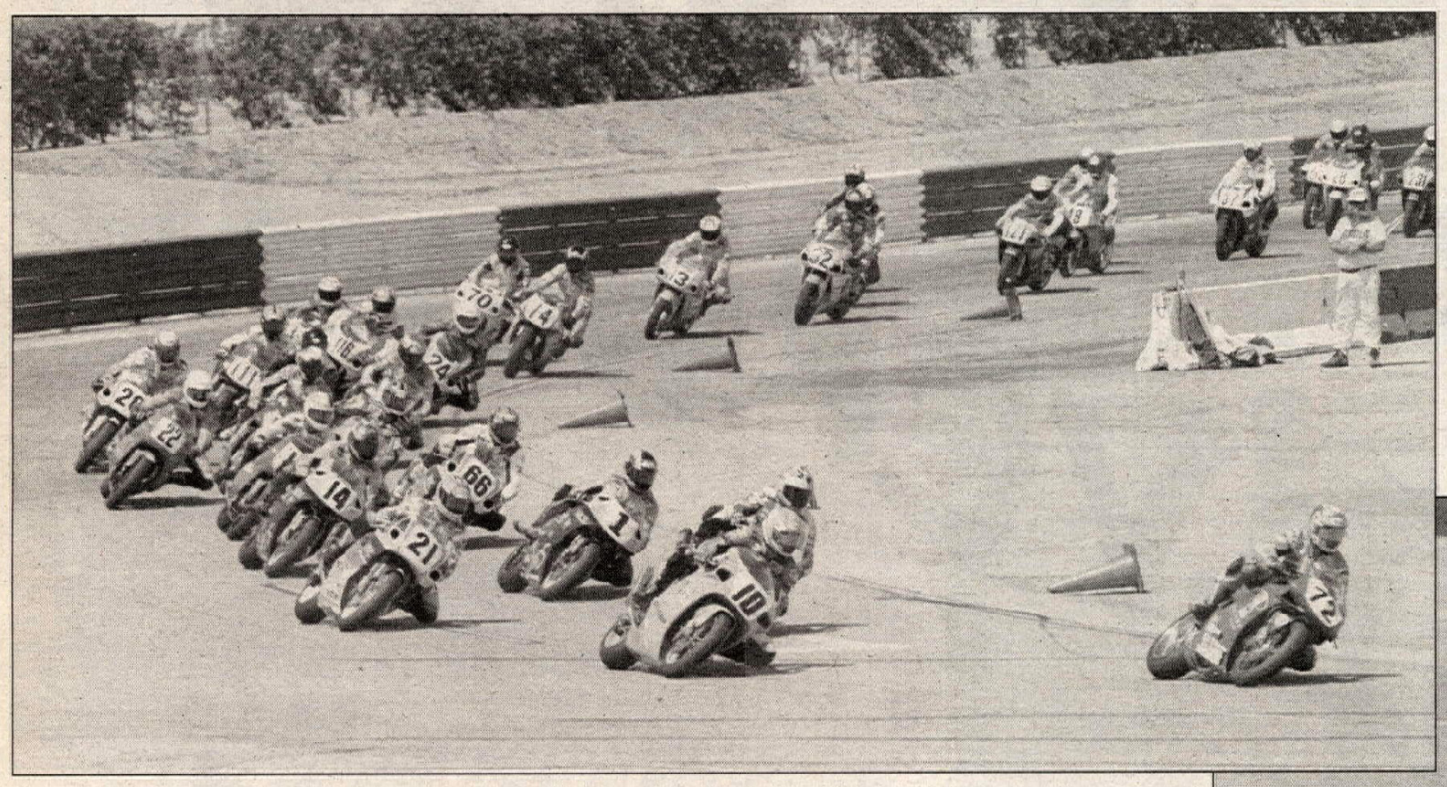
ROAD RACE
AMA Superbike National Championship Series

Round 2: Pomona Fairplex

A new streak



By Paul Carruthers
Photos by Kinney Jones

POMONA, CA, APR. 21

In 1995, Miguel DuHamel started slowly and didn't win a race until the fourth round of the series. From there he went on a well-documented tear that resulted in a record six straight race wins and a Superbike National Championship. God help the competition in 1996.

DuHamel and his Smokin' Joe's Honda won their second successive AMA Superbike race of 1996 at the Pomona Fairplex. And there's only been two races. Okay, so it may be a little early to start calling him the next Jeremy McGrath, but of the last nine AMA Superbike races run, DuHamel's won eight.

In this one DuHamel chased down the fast-starting Larry Pegram - along with Doug Chandler and Jamie James - and stalked the Fast By Ferracci Ducati rider for several laps before taking the lead. Then a red flag interrupted the proceedings, allowing DuHamel to get new tires fitted to his RC45 and a new face shield to his helmet. Then he went out and did the exact same thing, passing James, Chandler and finally Pegram to win the L.A. Superbike Championship on the rough and tumble Pomona Fairplex layout.

For 1996, DuHamel is perfect, his Pomona win following his dramatic victory over Scott Russell in the Daytona 200 last month. The only thing the French Canadian hasn't done is secure the extra point the AMA gives out for the man who leads the most laps. While he who leads last doesn't necessarily lead longer, 35 points is better than one and DuHamel now has a perfect 70 after two races.

This time that laps-led extra point went to Pegram, the former dirt tracker leading 19 of the 30 laps, but not the one which counted most. Still, Pegram's outing on the Ducati was impressive. The Ohioan was fast from the get-go at Pomona, and he never faltered under the pressure of racing with some of the very best. In the end he managed to hold off Chandler and his Muzzy Kawasaki by 0.106 at the finish line after 30 laps of racing (interrupted after 13 laps by a red flag).

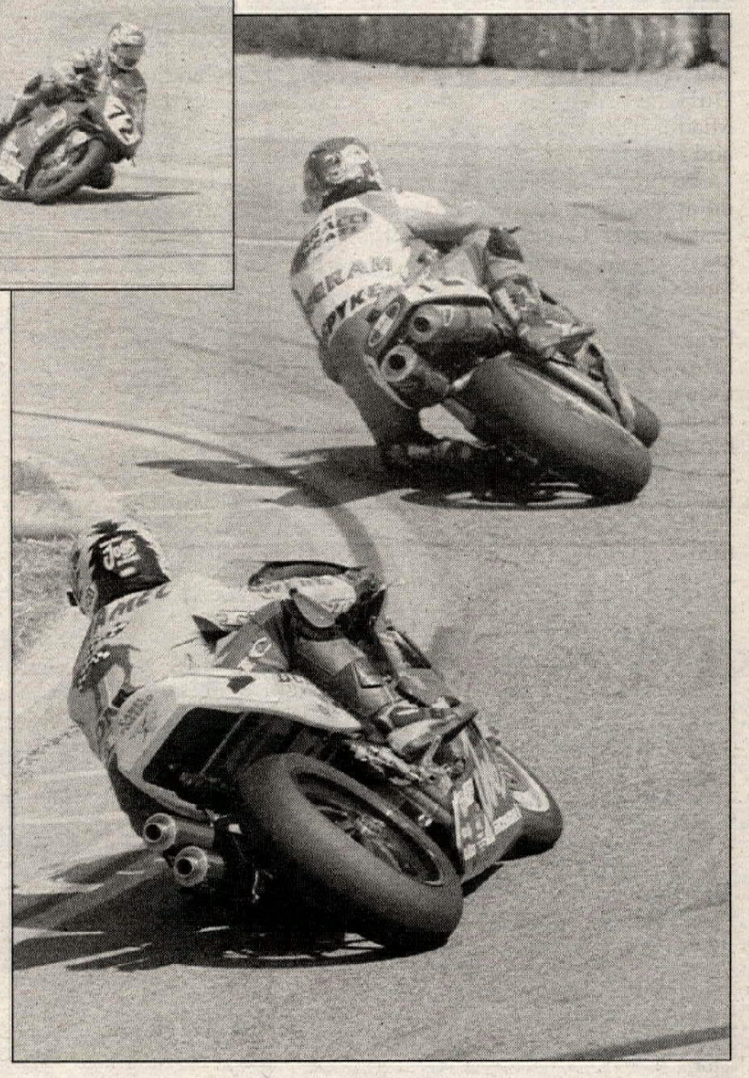
Chandler, too, was splendid, regaining the form he didn't show during an injury-plagued season on the factory Harley-Davidson in 1995. Although the former Superbike National Champion never led, he was always a factor and his battle with Pegram over second place went to the bitter end. Combined with his fifth-place finish at Daytona, Chandler is the man closest to DuHamel's perfect 70 in the championship chase; Chandler has 56 points and Pegram has 55.

Fourth place at Pomona was another success story: Fast By Ferracci Ducati's Shawn Higbee. The Manhattan Beach, California, resident continued to learn on the job, and his fourth place in only his second AMA Superbike race was heady stuff. Higbee got faster as the weekend wore on, and he saved his very best for Sunday, learning from those he was racing with in the first part of the race and putting that knowledge to use to beat them in the second part. He ended up getting the best of what was really a five- and sometimes six-way battle for fourth.

Fifth place went to Australian Mat Mladin in his best AMA finish to date. Mladin and his Yoshimura Suzuki managed to hold off the Vance & Hines Yamaha's of Tom Kipp and Jamie James and the second Smokin' Joe's Honda of Steve Crevier. Mladin's teammate Pascal Picotte finished ninth and Muzzy Kawasaki's Mike Smith rounded out the top 10 finishers.

Springtime in California bathed Pomona spectators in sunshine and warm temperatures as the AMA Superbike National got under way - unfortunately without the snake-bitten Thomas Wilson. Wilson's Harley-Davidson VR1000 had stalled on the grid, and despite his best efforts the Ohioan wasnít able to get it started. With the grid well down the track from the pits, his crew wasn't able to help and Wilson's day was over.

"It quit on the sighting lap," Wilson explained later. "I pushed it back in and they restarted it. When I got to the grid it was massively confused and it quit again right there. I about got it started. By that point I felt like I'd already raced for 30 laps."



(Above) Larry Pegram (72) gets the early jump in the Superbike National at Pomona. Doug Chandler (10) gives chase along with Jamie James (hidden), Miguel DuHamel (1) and Pascal Picotte (21). (Right) DuHamel was eventually able to run Pegram down to score the win, his second successive National victory in 1996.

Pegram's start was the complete opposite of Wilson's as he jetted into the lead from his spot on the front row, leading Chandler, James and DuHamel on the opening lap. Fast qualifier Carr, meanwhile, was the victim of a bad start and was mired in 10th place, struggling to find a place where he could use his superior cornering speed.

With Pomona offering very little in the way of places to pass, turn seven - a tight right-hander at the end of the long back straight - seemed to be the most popular. It was a corner that simply belonged to DuHamel. On the second lap the French Canadian shot by James under braking for turn seven; and two laps later he did likewise to Chandler.

By this time, Carr's race was over with a high-speed crash in turn one at the end of the drag strip, his and Harley-Davidson's hopes of a top finish gone in a cloud of dust.

"I just caught a false neutral going in," Carr explained later. "I tried braking, but the front wheel just took off after hitting one of those ditches."

Carr was also unimpressed with the AMA's starting procedure: "They seemed to be holding things up for a long time," he said. "The bike was at 210 degrees when we finally got going. My gearing wasn't conducive to getting a good start because we had a long first gear. It seemed like they held the two-minute board up for a long time, then they didn't put the 1 up. He just held it at his side. Then they finally put it up. I just thought the numbering system was a little off. But that's not why I crashed; I crashed because I caught a false neutral."

On track, DuHamel was by now starting to hound Pegram, who wasn't showing any signs of faltering under the ruthless pressure. Chandler, too, was hanging in there; ditto for James, who was sticking to the Muzzy Kawasaki's rear wheel as those four broke into twosomes and pulled free of the pursuing pack by the fifth lap. The group behind was led by Picotte, just ahead of his teammate Mladin, Crevier, Smith, Higbee and Kipp. Further back came the injured Aaron Yates on the third Yoshimura Suzuki, holding off the best of the remaining Harleys ridden by Tripp Nobles.

Pegram continued to lead for the first time in a Superbike National, but it was hard to imagine that DuHamel wasn't just sitting there, waiting for a mistake or the appropriate time to pass. He continually looked to the inside of Pegram on the entrance to turn seven, only to shy away at the last possible second. It was becoming obvious that the pass would come, it was only a matter of when. All of this wasn't lost on Pegram, either.

"It really felt good being out there (leading) until he (DuHamel) was right behind me," Pegram said. "I wasn't nervous because I knew he was going to be able to run with me. I just didn't like him getting up there that quick. I wanted to try and put a little distance on him, but he (DuHamel) got to second right away

before I got going. I actually wanted him to get in front of me because I wanted to follow him. He was sitting back there comfortable, and I wanted to sit behind him and be comfortable. I was maybe a little bit nervous for my first time, not because I was leading my first superbike race, but because I was leading my first superbike race and he (DuHamel) was sitting right behind me. I knew what he was thinking: 'I'll just follow him to the end and then I'll pass him.' I kinda wanted him to get in front of me so I could wait until the end and pass him."

With 12 laps in the books, DuHamel made his move for the lead. Naturally, the pass came on the entrance to turn seven with DuHamel holding a tight line and maintaining his exit speed despite his extra effort on the entrance.

Then came the red flag, with privateer Paul Harrell crashing his Yamaha in turn three, resulting in debris on the race track and the usual melee on pit lane as crews rushed to make tire changes, suspension alterations, etc.

The top 10 running order at the end of the first portion of the race read: DuHamel, Pegram, Chandler, James, Mladin, Picotte, Higbee, Crevier, Smith and Kipp.

With most of the factory riders taking on at least new rear tires, the race was restarted in a carbon-copy of the first start: Pegram led with Chandler and James between himself and DuHamel.

"I got the exact same start right behind the same guys," DuHamel said later. "I got a little mad because I thought, 'They know where I'm passing them so they're probably going to be blocking or going in deeper.' And they were, but I was still able to get in there. But it was getting uncomfortable."

Again, most of his passing came in turn seven: "All weekend I'd been braking really good and late in there," DuHamel said. "I sort of had a good idea what I could get away with. I tried to catch them off guard. Right off the bat I needed to surprise them and get inside them. The second restart it was quite a bit tougher because they all expected me to come there and they all started braking a bit deeper. I was still able to go in there and utilize those Honda brakes. I knew I had to get up there quick with Larry (Pegram) because he seemed to be riding good, really smooth and not making any mistakes. I figured that he might start pulling away. The first race I wasn't in as much of a hurry because it's a longer race. The second race was just 16 or 17 laps so I wanted to get up there quick because the way that we were riding, a really hard and fast pace, to make up a second or two takes quite a while. It turned out all right."

That it did.

DuHamel started hounding Pegram by the second lap and he continued to do so until the seventh go-around - at times waving his hand and shaking his head at the youngster every time he looked behind.

"I didn't have time to wave at him, so I just shook my head. I didn't want to always do the same thing because then he'd stop looking back if I was always waving at him," DuHamel said.

Then he made his move - but it wasn't in turn seven. Pegram had wised up to that, moving inside on the entrance to turn seven and braking much later than in the first part of the race. The pass, though, seemed imminent, and it came on the entrance to the bus-stop chicane when Pegram ran wide on the entrance.

Chandler, meanwhile, was closer in this one, sticking to Pegram's tail - thanks in part to a suspension change during the break.

"I thought I could run with those guys a little better, but I was having a bit of trouble in the middle of the corners - it was coming around and there wasn't a lot of traction," Chandler said later. "I made a little bit of change to the rear shock in the second leg and it was quite a bit better. I was still having a bit of the same trouble, but it allowed me to go a bit quicker to run with these guys. I stayed close the whole race. I was real happy with that."

Doug Chandler finished third at Pomona, his best AMA result since his championship season in 1990.

James, too, was in the hunt - until he hit a false neutral on the entrance to the bus-stop chicane. That dropped him out of the lead group and well into the bunched pack that trailed.

"I was going in there comfortably every lap," James explained. "Then I hit a false neutral, went straight and turned around. I should have gone straight through, but I thought I'd get docked a lap or something, so I decided to make a U-y (U-turn)."

That wasn't a popular choice with Crevier, who was badly balked when James came back on track right in the middle of the race for what was now fourth, a dice between Higbee, Mladin, Crevier, Kipp and Picotte.

"The second start was pretty good," Crevier said later. "I came out fighting hard. I had some trouble getting around (Mat) Mladin. He's scary enough to watch ride, let alone ride behind. I was kind of stuck there. (Shawn) Higbee also got through and he was parking it in the turns. Jamie (James) came back on track right in front of everybody and screwed us all up. I got the crud end of the stick in that deal."

Although DuHamel now led, Pegram and Chandler weren't giving up. The key came on the 14th lap, when DuHamel

Carr and Harley stun 'em

Stunning is the only word to describe the performance of Chris Carr (right) and the factory Harley-Davidson VR1000 during qualifying for the L.A. Superbike Championship at the Pomona Fairplex. Carr's pole position marked the first for Harley in the 20-year history of AMA Superbike racing, giving the factory that produces the Milwaukee marque a huge reason to smile a collective smile.

Carr's best, a 1:24.377, came on his penultimate lap on Friday afternoon and it withstood the test of time by holding up throughout Saturday's red-flag-interrupted final session. The former Grand National Champion was pleasantly surprised and even his rivals seemed sincerely happy for both Carr and his somewhat beleaguered team.

"I didn't think yesterday's time would hold up, I really didn't," Carr said on Saturday afternoon. "I figured something in the mid-23s would be fast time, so maybe I can thank my teammate (Thomas Wilson) for blowing up down the straight-away and blowing oil. It got everybody out of rhythm and made everybody use a different line going into that far corner. That kind of screwed with everybody a little bit, but I'll take it."

Carr circulated with third-fastest qualifier Pascal Picotte - the lap record holder from a year ago - at one point during Saturday's session, but wasn't able to keep pace. Still, the Californian wasn't concerned.

"He was on qualifiers (tires)," Carr said. "That's what I hear. My good laps at the end of yesterday were on qualifiers. I felt like I might be able to squeak out something a little quicker than yesterday, but on all three of the laps I got hooked up with somebody and it slowed me down a little bit. On the last lap, the tire was roached so I was dirt tracking instead of road racing."

Though surprising, Carr's effort only followed a trend at Pomona: Dirt trackers do well on the tight and bumpy 2.1-mile track in the Fairplex parking lot.

"It's tight and twisty and that favors the Harley as well, and I'm not afraid to slide the bike around when I have to," he said. That's what it takes to do a good lap here; you can't just expect to hook up the whole way around. You've got to light it up and get sideways to get turned and ignore the bumps. At Daytona we probably slide a little more because the tires we have to run there are pretty hard. For a track this tight, yeah, we're probably sliding a little more. The track's dirty. If you get off the edge of the track there's a lot of dirt. The rain they had earlier in the week didn't help."

As for the "new" engine that Carr was using in his Craig Filmer-tuned VR1000: "Yeah, it's faster. That's all I can say; I'll leave that to the P.R. department. The bike is better. It's got about five to seven more horsepower over what we had at Daytona; mostly midrange. We're still fighting that (chassis changes). It's not 100-percent cured. I've had problems with the front end wanting to tuck, and really buckle under on me out here and we're trying to get that out slowly but surely. It's getting better. I feel comfortable running - not at a 24.5, but I did a 24.7 this morning on a race setup. I sped up today on the race setup, but didn't get any faster on the qualifying stuff. I'm glad to be the man who piloted the bike that did that (gave Harley its first pole). Harley-Davidson is a great company to race for. They're very loyal as long as you're loyal to them. I started riding for them in '86 when they were just coming out of the rut with the reorganization of the company, and I've been with them ever since. If you go out there and give 100-percent effort, they're going to reward you for it. If you take off, there's no chance of you ever coming back. I had to wait for Harley to build a superbike for me to go road racing because had I tried it before and failed I wouldn't have had anything to fall back on. I'm glad I did now. At Daytona we were the first Harley to finish in 20 years, the first Harley superbike to finish in the top 10. Who knows what's next? We're caught off guard by this. We hoped to be more competitive than we were at Daytona, but to sit on the pole? We'd never had dreamed that in our wildest dreams. I think I can win this race. I've showed some consistency out there and 27 laps (actually 30 laps... Editor) is different than a one-lap wonder."

Keeping the dirt track trend going was Fast By Ferracci's Larry Pegram, who qualified second in only his second race on the red V-twin.

"I did that time (his 1:24.617) on race tires," Pegram said. "I can run that the whole race - mid to high 24s. I don't think they can do that. If someone pushes me, I can go faster. We'll see in the race. I'd like to try and get away so I can cruise. The bike is good and the tires are good. I think Miguel (DuHamel) and Pascal (Picotte) will be tough, maybe Chris (Carr). I haven't run with him (Carr) at all, but he may be able to run with us. It doesn't bother me running with these guys. Everybody seems smart and nobody is going to do anything stupid."

Picotte ended up third on the Yoshimura Suzuki at 1:24.657, with his best time coming in Saturday's final session. Picotte, like his teammate Aaron Yates, recently completed a test at Willow Springs in an effort to gain more confidence in the GSXR's chassis. Both riders ended up crashing, but only Yates was injured, suffering a broken collarbone.

"The bike is good," Picotte said. "It still needs some work, but we'll have some new parts for Laguna. We learned a lot at Willow, but there was no time before this race. We tried a bunch of different things with the chassis; it's the best test I've had in a long time. I thought I'd do 23 something, but I got stuck behind so many lapped riders - not slow riders, but lapped riders; these guys were pretty bad. I think we'll go back to the other pipe (exhaust) from yesterday. We were trying to get more midrange, but we lose it on top. It's a real compromise. I think the race will be tough. That Harley is faster than my bike on both straights - in every gear - and it's like a train on rails through the turns. He (Carr) can win here; it's possible. He's been doing consistent 25 flats on race tires, but he may be shy in the race. He may have a lot of respect for guys like Miguel (DuHamel) and won't want to do anything stupid. And he's not that young. When you're young, you don't worry about stuff like that you just go out and do it."

Rounding out the front row was Muzzy Kawasaki's Doug Chandler, the Californian having his best outing since his championship season in 1990. Chandler clocked at 1:24.893, one of six riders to circulate under 1:25.

"I did that time on a possible race setup," Chandler said. "But I don't think it's cool enough today to run that." When told that Pegram thought it was possible to do 1:24s for the entire race, Chandler smiled and said: "That'll be good. It seems like they do that for a lap, and then they're back in (the pits)."

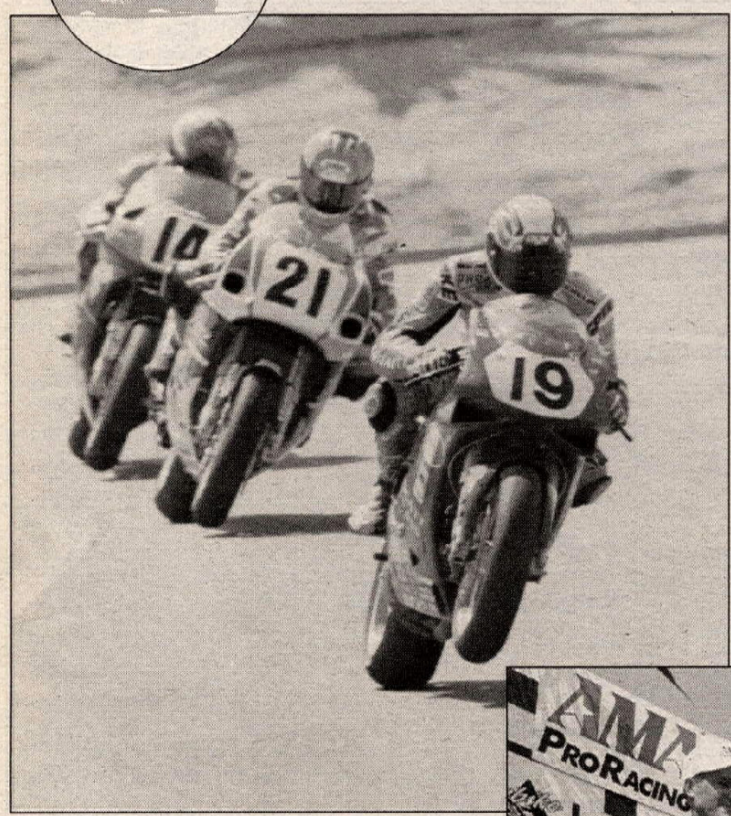
Row two would consist of Australian Mat Mladin (1:24.895) on his Yoshimura Suzuki, defending Superbike National Champion Miguel DuHamel (1:24:933), his teammate Steve Crevier (1:24.087) and Vance & Hines Yamaha's Jamie James (1:24.166).

DuHamel, who used a 1995-spec Honda RC45 in winning the Daytona 200 last month, was back to 1996 specs, at least in regard to suspension and chassis, according to his tuner Al Ludington. "It's about two-thirds '96 stuff," Ludington said. If the Honda crew were concerned with DuHamel's qualifying effort, they didn't show it - and for good reason. Someone had asked Ludington when the last time DuHamel had qualified on the second row? The answer: The 1996 Daytona 200.

Row three was headed by Muzzy Kawasaki's Mike Smith, the Georgian struggling to find the right setup and crashing a total of three times during practice and qualifying (once on his 600, twice on his superbike). Vance & Hines Yamaha's Tom Kipp, Ferracci's Shawn Higbee and Earl Small Harley-Davidson's Al Salaverria filled throw three.

In all, 40 riders qualified for the third annual L.A. Superbike Championship.

Round 2: Pomona Fairplex



(Left) Shawn Higbee tries to get away from Pascal Picotte (21) and Steve Crevier (14) in their battle. Higbee ended up fourth in only his second AMA Superbike National. (Below - from left to right) Chandler, Pegram and DuHamel spray the bubbly after the Superbike race.

managed to squeeze past two lapped riders on the entrance to turn seven, leaving them to badly balk Pegram and Chandler through not only turn seven, but also eight and nine.

"Toward the end of the race I was real comfortable following him, and he got two lappers in between us," Pegram explained. "At about that same time we started to have a little bit of a clutch problem with my bike. It wasn't anything major, but it was probably costing me a couple of tenths a lap. I couldn't be real aggressive because the rear end was chattering entering the corners. I just tried to stay in second and keep Dougie (Chandler) behind me."

DuHamel wasn't certain that the lapped riders would end up helping his cause: ""I was just trying to make some hard laps and go fast to try and put some distance on him (Pegram), but he was sticking in there pretty good. I figured that he wasn't going to be able to get 'em (the lappers), but you never know. Sometimes they'll see me come in and they can either get on my rear wheel thinking, ëI'm going to race with Miguel for a lap, corner or two.' Or sometimes they'll just step right out of the way and make his life easy. That worked out really good. That's one thing, when I was behind Larry, every time, especially in the first race, we started to come up to lapped riders I said, 'Okay, I want to be in front of this race so I can control what happens with the lapped rider.' Fortunately, I was able to get in front of them real quick so I could dictate what would happen with the slow riders. If I was going to get bogged, he was going to get bogged. That was really important here because Pomona is a tough track to pass on."

DuHamel would end up winning, but only by 2.275 seconds. Pegram was second, but only just with Chandler moving in for a last-lap charge that came up 0.106 short at the finish line.

Higbee was in control of the group behind, leading Mladin, Kipp, James and Crevier across the line. Picotte was fighting handling problems and dropped off the pace to finish a lonely ninth. Smith was also the victim of an ill-handling bike and he would end up a woeful 10th.

"It's just a lack of experience on my part," Smith confessed. "It's tougher for me to get one right. I'm slow to make changes and I tend to ride around them too long and I end up on my noggin. The crashes didn't help. I just don't know exactly what I want, but the package is there and we'll get it."

Higbee was obviously elated with his fourth-place finish: "This was really my first time riding with these guys and I was able to follow and learn," Higbee said. "From what I learned in the first part, I was able to use in the second race. Everybody had their places where they were having troubles. I was disappointed after qualifying, but I feel I can run up front - I just didn't know how long it would take us to get there. This is a good first step."

His teammate Pegram was also confident of what he could do with the Fast By Ferracci Ducati.

"I expected with the equipment that I'm on, and the tires, and the team, that I was going to be able to run up front in these races," he said. "I feel good that it's happened this early in the season. I learned more today, not so much from Miguel because I wasn't behind him too much, but I learned how to run with Miguel. Next week I won't be so nervous when I'm up there. This time I was a little bit nervous because it was my first time. Next week it'll be a little bit easier and every week it'll be a little bit easier. Maybe I won't let him by next time."

Mladin's best AMA effort was a struggle, thanks to an ongoing handling problem with the new Suzuki: "It was spinning," he said. "We just need a bit more testing to get some things sorted out. We'll try some different suspension things at Laguna; we're not just sitting on our arses, that's for sure. I used a different tire in the second race and it wasn't the right choice."

His teammate Picotte was worse off, with his chassis problems mainly causing front-end dilemmas.

"It was better than a crash," Picotte said of his ninth-place finish. "It had a front-end push that was really bad. We can't put the power to the ground. They are pulling us big time on every exit and I lost about five times the front end - everywhere. I just couldn't keep up."

Kipp managed to top his teammate James, but he's still hoping for better things as his crew chief Jim Leonard gets more time with the new Yamaha engine specs.

"The red flag saved me," Kipp said. "I had a tough time getting by (Mike) Smith. I got boxed in at the start and was flustered. I was happy to see the red flag, but then I got the same crummy start. I made some changes in the front end and it was definitely better in the second leg. I didn't really have any troubles. I'll be better off at Laguna. The stop-and-go stuff here figures to hurt me more than a real race track would. I anticipate things getting better. Jim (Leonard) hasn't had any time and this is new for us. Since Daytona there's been no opportunity to work on things. I plan on winning races this year. How? I don't know, but I haven't given up hope." CN

Pomona Fairplex
Pomona, California
Results: April 21, 1996 (Round 2 of 10)

SUPERBIKE QUALIFYING: 1. Chris Carr (1:24.377); 2. Larry Pegram (1:24.617); 3. Pascal Picotte (1:24.65); 4. Doug Chandler (1:24.893); 5. Mat Mladin (1:24.895); 6. Miguel DuHamel (1:24.933); 7. Steve Crevier (1:25.087); 8. Jamie James (1:25.166); 9. Mike Smith (1:25.458); 10. Tom Kipp (1:26.633); 11. Shawn Higbee (1:25.651); 12. Al Salaverria (1:27.286); 13. Tripp Nobles (1:27.508); 14. Thomas Wilson (127.526); 15. Dave Estok (1:27.650); 16. Aaron Yates (1:27.745); 17. Mark T. Miller (1:28.392); 18. James Randolph (1:28.783); 19. Michael Barnes (1:29.226); 20. Rad Greaves (1:29.329); 21. Paul Harrell (1:29.651); 22. Frank Wilson (1:29.854); 23. Jim Leslie (1:30.065); 24. Daniel Bailey (1:30.122); 25. Eric Moe (1:30.236); 26. Mark Black (1:30.490); 27. Dale Kieffer (1:30.825); 28. John Weiss (1:30.951); 29. John Hilton (1:31.238); 30. Steve Patterson (1:31.447); 31. David Roy (1:31.686); 32. Anthony Lupo (1:31.706); 33. Dax Snow (1:31.936); 34. Peter Hupperich (1:32.370); 35. Jim Dickenson (1:32.438); 36. Mike Krynock (1:32.961); 37. Mark Junge (1:33.086); 38. Victor Cabral (1:33.262); 39. Dean Mizdal (1:33.640); 40. James Hanlon (1:33.960).

SUPERBIKE FINAL: 1. Miguel DuHamel (Hon); 2. Larry Pegram (Duc); 3. Doug Chandler (Kaw); 4. Shawn Higbee (Duc); 5. Mat Mladin (Suz); 6. Tom Kipp (Yam): 7. Jamie James (Yam); 8. Steve Crevier (Hon); 9. Pascal Picotte (Suz); 10. Mike Smith (Kaw); 11. Dave Estok (Duc); 12. Tripp Nobles (H-D); 13. Mark Miller (Suz); 14. Al Salaverria (H-D); 15. James Randolph (Suz); 16. Rad Greaves (Suz); 17. Dale Kieffer (Suz): 18. Jim Leslie (Suz); 19. Michael Barnes (H-D); 20. John Hilton (Hon); 21. Daniel Bailey (Suz); 22. Dean Mizdal (Yam); 23. Dax Snow (Suz); 24. Jim Dickenson (Suz); 25. James Hanlon (Suz); 26. Eric Moe (Kaw); 27. Peter Hupperich (Suz); 28. Aaron Yates (Suz); 29. Paul Harrell (Yam); 30. Steve Patterson (Suz); 31. John Weiss (Suz); 32. Chris Carr (H-D); 33. David Roy (Suz); 34. Frank Wilson (Suz); 35. Thomas Wilson (H-D).

Time: n/a due to red flag.
Distance: 30 laps, 63 miles.
Average Speed: n/a due to red flag.
Margin of Victory: 2.275 sec.

AMA SUPERBIKE NATIONAL C'SHIP POINT STANDINGS (After 2 of 10 rounds): 1. Miguel DuHamel (70/2 wins); 2. Doug Chandler (56); 3. Larry Pegram (55); 4. Pascal Picotte (50); 5. (TIE) Tom Kipp/Steve Crevier (48); 7. Mat Mladin (46); 8. Scott Russell (32); 9. Colin Edwards II (30); 10. Shawn Higbee (28); 11. Aaron Yates (27); 12. Al Salaverria (26); 13. Jamie James (24); 14. (TIE) Eric Moe/Rad Greaves/Chris Carr (22).

Upcoming rounds:
Round 3 - Monterey, California, April 28
Round 4 - Homestead, Florida, May 19

Briefly...

With his 11th AMA Superbike National win coming at Pomona, **Miguel DuHamel** moved out of a tie with Mike Baldwin for seventh on the all-time AMA Superbike win list and now holds the position by himself. One more victory will put him into a tie with **Scott Russell** for sixth; five more wins will vault him all the way to a tie for second with Wayne Rainey. The leader in AMA Superbike wins is Fred Merkel with 20 career victories.

For his efforts, Miguel DuHamel earned $4500 of the $28,000 superbike purse. **Larry Pegram** pocketed $3000 for finishing second and **Doug Chandler** took home $2000. The three-day crowd of **39,124 spectators** was a record for the third running of the L.A. Superbike Championship, according to event promoters. Last year's crowd was 32,647.

While heavy criticism of the Pomona race track has subsided over the years, it is still the brunt of jokes among some of the riders. There was the standard joke that Chris Carr's pole position on the Harley wasn't really out of the ordinary because "Pomona's a lot like the Peoria TT, only rougher." As Miguel DuHamel said after the Superbike National, "It's very appropriate that they give you a buckle like from the rodeos because this track beats you up and kicks you around and everything."

One of the things discussed at the **AMA Road Race Advisory Board** meeting on Friday night was the ongoing debate over whether the AMA should adopt the World Superbike format of running two superbike races on a single day. Pundits point out that thanks to red flags, AMA Superbike races usually are run in two legs - only with a shorter break in between races.

Harley-Davidson's **Thomas Wilson** had his string of 1996 bad luck continue at Pomona. The friendly Ohioan missed a lot of practice as his VR1000 had mechanical problems, and then he missed the start of the National when it died on the grid and he couldn't get it restarted. All this after crashing out of the Daytona 200 last month. "I had one full session all week,"Wilson said. "It's been pretty tough. I'm really struggling on suspension."Wilson said copying the obviously successful setup used by his fast qualifying teammate Chris Carr is out of the question. "His package doesn't even remotely work for me, "Wilson said. "The bike is getting really good, but until you can get the suspension underneath you, it's hard to get anything to work.î

As if he wasn't sore enough, **Aaron Yates** further complicated his collarbone injury with a crash in the second part of the restarted superbike race. Yates was high-sided from his Yoshimura Suzuki and reinjured the collarbone in addition to twisting his ankle. "It's pretty loose,"Yates said of the broken collarbone on his right shoulder. "I guess I popped it loose. On the restart I wanted to see if I could run with ëem and I guess the tire was a bit fresh on the right side - it just spit me off.î

Two pit area fixtures were noticeably absent at Pomona: **Eraldo Ferracci** and **Dale Quarterley**. Ferracci stayed in Philadelphia with his ailing son Robby, who recently underwent a second liver transplant. It was the first time anyone could remember a pit area without Quarterley who, despite his recent retirement, was at least was on hand at Daytona with his Ducati being ridden there by Randy Renfrow.

Time management

By Scott Rousseau
Photos by Kinney Jones

POMONA, CA, APR. 21

If Miguel DuHamel is one thing, he's efficient.

There is perhaps no other way to describe the manner in which the Smokin Joe's Honda rider - the man who has more AMA 600cc Supersport victories to his credit than anyone else in the history of the sport - bided his time behind Smokin' Joe's teammate and fellow Canadian Steve Crevier for almost 12 of 18 laps at the Pomona Fairplex before executing a carefully planned move in turn seven and then pulling away cleanly to lead the final six circuits and come away with his second consecutive AMA/Pro Honda Oils 600cc Supersport win of the year.

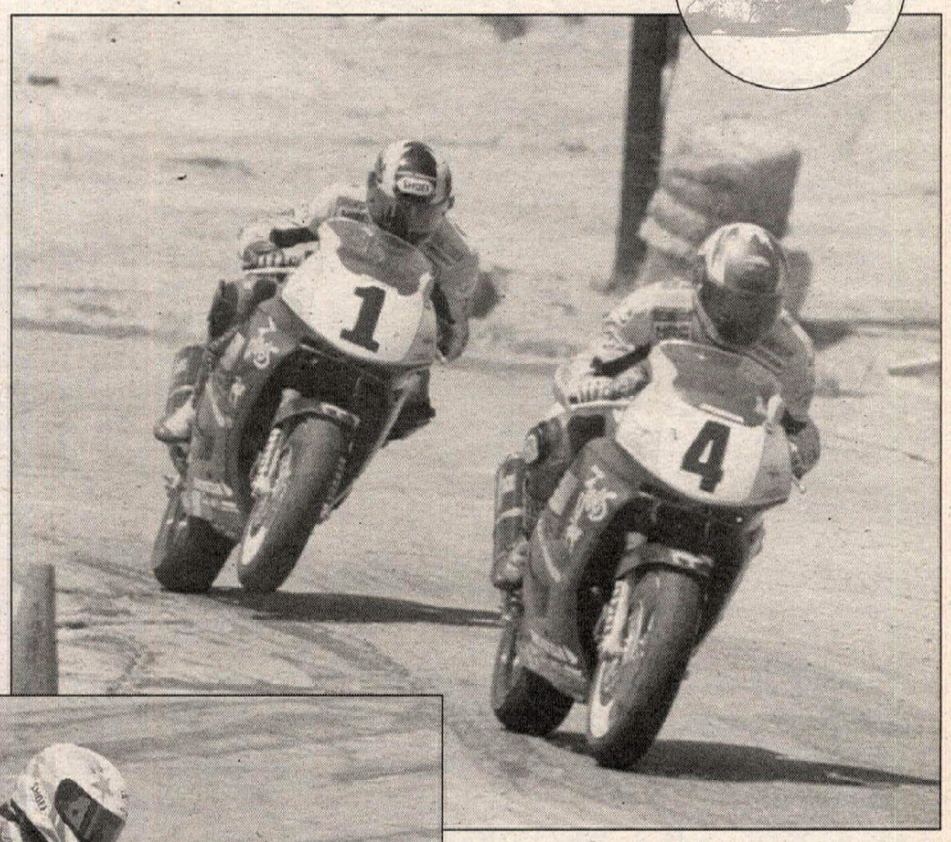
It didn't look as though DuHamel would have enough for Crevier in the early going, however, as the two factory Honda riders pulled away to battle for the lead among themselves. Rather it seemed that Crevier might have the measure of the defending champ. But after showing him a wheel here and there, DuHamel outbraked Crevier at the end of the back straight and dived by him at the entrance of turn seven. That was all she wrote except for a few well-timed passes on backmarkers who crossed his path.

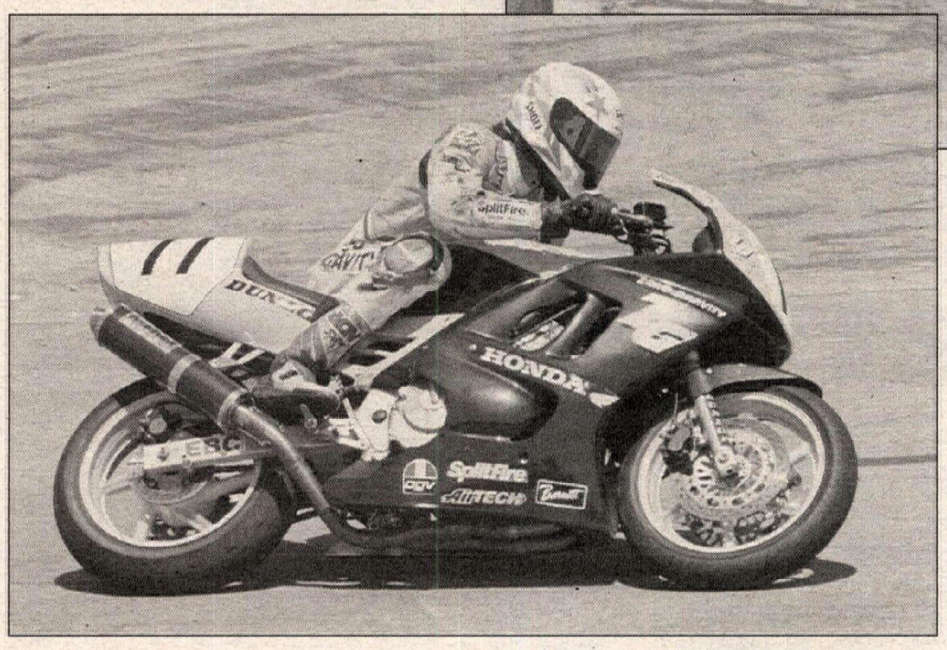
"Steve obviously didn't read the fine lines in his contract - I'll have to talk to him about that later," DuHamel joked in reference to the amount of time that Crevier held the point position. "I figured I'd follow him for a bit because it easier to do that. You only have to go as fast as the the guy in front of you. Then again, that can work against you, and before you know it, you get lulled to sleep and he gets away. But I didn't figure that I should pass him until at least halfway, because I wanted to save my tires. He was as fast as I was on the corners up by the bridges. Then I pulled out immediately and didn't have too much trouble with the lapped traffic. I'm very happy to bring this one home for Smokin' Joe's and Honda."

DuHamel was followed across the line not by Crevier, but by Zero Gravity rider and future hopeful Ben Bostrom, who locked up his first 600cc Supersport podium via determination and excellent traffic negotiation. Fifth off the line, the dirt tracker-turned-road racer quickly worked his way into a podium position on his Honda "B-team" machine after both a brief dice with privateer rider Todd Harrington and a pass of Team Kawasaki's Mike Smith on lap seven. The 21-year-old Californian then inched up on the two front-runners, reeling in Crevier on the final lap and then taking full advantage of a five-rider traffic jam to stuff it underneath the Canadian in turn seven and lead him around to the checkered flag.

"This is probably one of the happiest days of my life," Bostrom said. "I want to thank Zero Gravity, and Honda for letting me test all during the winter, because I knew that I needed a lot of track time. I also want to thank Gary Mathers and Ray Plumb. They build one hell of a motor.

"I stuffed Steve in turn five and he stuffed me in six," Bostrom said. "But I saw all that traffic coming and I knew that was my chance right there. Traffic is a real factor here."





(Above) Steve Crevier (4) tries to hold off Miguel DuHamel (1) in the 600cc Supersport final. (Left) Ben Bostrom finished second, passing Crevier late.

Just ask Crevier. The former Muzzy Kawasaki rider started fast and stayed fast - save for the pass by DuHamel, yet Crevier couldn't seem to catch a break from the lapped riders he encountered, and that proved to be his undoing. Crevier didn't appear to be having too much trouble defending the runner-up position from Bostrom until the pair hit a wall of slower riders at the end of the back straight going into turn seven. Bostrom dipped low to take the point away, and Crevier was unable to retaliate due to the traffic jam. The end result was that Crevier was locked into third and was none too pleased with it as evidenced by the hand gesture he inadvertently made at Kinko's Kawasaki rider Thomas Stevens before crossing the finish line.

"The lappers were just hacking across my front tire," Crevier said. "When Miguel laps you, you ought to have enough common sense to know that someone else is coming. I mean we (factory riders) are not the only guys on the track either, but it's like the only way that you can treat a lapped rider is too bash the hell out of 'em. I don't want to race that way. A little common courtesy would be nice. Sorry to Thomas (Stevens). I didn't mean to flip him off. I thought he was one of those other guys."

"I got a really good start - they jumped, but I was real relaxed," Crevier said. "My setup was pretty good, except I went with a tooth-shorter gearing than Miguel did, so late in the race when the tires got hotter I started having trouble finding drive. He was going good. My pace wasn't good enough."

Kinko's Kawsaki rider Stevens came home a rather lonely fourth, and by his own admission "lost" the race 18 laps earlier - on the start. Just the same, the Floridian was in the hunt for the entire battle after running seventh on the first lap then tailing Bostrom to the front, and at times threatening to overtake the youngster. But Stevens wrestled with traffic too, and by the time that he was clear of it and close enough to maybe challenge Crevier for third, time was up.

"I blew the start," Stevens said. "You can't make that kind of ground up with the talent out there. I did the best I could. I suppose that I could have run up the inside of Steve (in traffic), but I wasn't going to do that. The Kinko's Kawasaki guys gave me a good bike to ride. We'll get 'em. We just need to get the hell out of this parking lot and back onto a real race track."

New Zealander Andrew Stroud used a last-corner pass on Muzzy Kawasaki polesitter Mike Smith to steal fifth place aboard the Erion Honda. Stroud, who is better known for his exploits with the Britten V-twin wonderbike than a 600cc Supersport machine, did a respectable job of subbing for injured Erion rider Chuck Sorenson. He was mired in ninth place off the start but steadily marched forward, and after battling with Gerald Rothman Jr. and Harrington, caught Smith late in the race and then dipped under him within sight of the checkered flag to swipe the position.

"I had actually gotten by him three laps before while braking on the back side," Stroud said. But he got me back. I was losing the front end out there. My Bridgestone tires were were good, but I don't think that I had the front end set up right, which didn't do a lot for my confidence. If I could work on it, I think we'd be in there. Tough class, these 600s. The last time I rode one was in the rain at Laguna Seca in '93. Before that it was '88. They're definitely streetbikes."

Smith was none too happy either.

"We just didn't get the bike set up right from the get-go," The Georgian said. "One fast lap is different than a lot of fast laps. It was tough, but we'll take it. We got some points and we're right behind Crevier. They just run off and left me wishin' today, but we're gonna get it. I have faith."

The only serious incident in the race came on the opening lap when Kinko's Kawasaki rider Jason Pridmore collected a pylon marking the course after it was accidently flipped under his front wheel by DuHamel. Pridmore took a horrific-looking tumble into the turn-eight hay bales but sustained only a sprained left ankle. He is expected to be back in action at the Laguna Seca National. CN

Pomona Fairplex
Pomona, California
Results: April 21, 1995 (Round 2 of 11)

600cc SUPERSPORT: 1. Miguel DuHamel (Hon); 2. Ben Bostrom (Hon); 3. Steve Crevier (Hon); 4. Thomas Stevens (Kaw); 5. Andrew Stroud (Hon); 6. Mike Smith (Kaw); 7. Todd Harrington (Kaw); 8. Gerald Rothman Jr. (Hon); 9. Brian Parriott (Hon); 10. Doug Toland (Hon); 11. Matt Wait (Hon); 12. Christopher Rankin (Kaw); 13. Ken Melleville (Hon); 14. Harold Winkles (Hon); 15. Matthew Guidera (Hon); 16. Shawn Roberti (Kaw); 17. Mike Murphy (Kaw); 18. John Weiss (Kaw); 19. Marcus Hubbard (Hon); 20. Dustin Sperber (Hon); 21. Rich Thorwaldson (Hon); 22. Dale Whelan (Hon); 23. Michael Conlon Jr. (Hon); 24. Mike Klein (Hon); 25. Mark Cernicky (Hon); 26. Shane Lawnmaster (Hon); 27. Paul Allen Wright (Hon); 28. Troy Maturo (Hon); 29. Jason Pridmore (Kaw); 30. Owen Weichel (Kaw); 31. Daniel Dietrich (Hon).
Time: 26 min., 34.617 sec.
Distance: 18 laps, 37.8 miles
Average Speed: 85.337 mph
Margin of Victory: 3.154 sec.

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES POINTS STANDINGS (After 2 of 15 rounds): 1. Miguel DuHamel (71 points/2 wins); 2. Thomas Stevens (58); 3. Mike Smith (57); 4. Steve Crevier (56); 5. Ben Bostrom (53); 6. Doug Toland (47); 7. Gerald Rothman Jr. (45); 8. Matt Wait (40); 9. Christopher Rankin (35); 10. (TIE) Yves Briguet/Matthew Guidera (28); 12. Andrew Stroud (26); 13. (TIE) Todd Harrington/Christian Zwedorn (24); 15. Jamie Bowman (23); 16. Brian Parriott (22); 17. (TIE) Eric Wood/Jason Pridmore/Harold Winkles (19); 20. (TIE) Jeff Williams/Ken Melville (18).

Upcoming rounds:
Round 3 - Monterey, CA, Apr. 27-28
Round 4 - Homestead, FL, May 18-19

Round 2: Pomona Fairplex

Oliver Racing's Rich Oliver was again the class of the 250cc Grand Prix field. This time, though, the competition was a lot closer.

Oliver by less

By Mark Hoyer
Photo by Kinney Jones

POMONA, CA, APR. 21

After Rich Oliver's dramatic defeat of his nearest rival by some 28 seconds at Daytona International Speedway just over a month ago, people were beginning to wonder just what it was going to take to close the gap on the reigning 250cc Grand Prix Champion. After a practice crash that ground a couple of fingers down on his throttle hand and blowing up his best motor during Friday practice, those people are still wondering, but just a little bit less. Like around 21 seconds or so less. For while the Team Oliver Yamaha rider still won the race at the Pomona Fairplex, it was by a considerably smaller margin of 7.675 seconds over veteran racer and former dirt tracker Mike Sullivan, also riding a Yamaha, but his a '93 model tuned by Brian Swart.

Sullivan was happy just to have made it to the starting line on time, never mind landing the runner-up spot on the podium at Pomona. "We had pulled the cylinder head to check the color of the piston to make sure the jetting was right and we stripped one of the (stud) holes," said the Washington rider, whose previous best 250cc AMA finish was a third at Mid-Ohio last year. "We had to put a Helicoil in just before the race and we barely made it to the line." Sullivan got a strong start and held second place at the end of the first lap but was quickly moved to third when the ever-efficient Oliver took his early stab at the lead, first passing Sullivan and then eventual third-place finisher Randy Renfrow, who had gotten the holeshot and early lead. After Oliver took over, Sullivan ran third for a short time behind Renfrow and while it took a little bit of work, after a few tries Sullivan was able to make a pass stick on the Moto-Liberty-backed rider and held a steady pace to finish second with a fairly comfortable margin of around two seconds at the end of the 18-lap race.

A surprise fourth was Ross Baron Racing's Mark Foster with Zero Gravity's Nick Ienatsch ending his race in fifth after what he felt was a slow start.

Oliver leaves Pomona with a perfect 70 points, looking well on his way to a third consecutive championship in a class he has virtually owned for the past two seasons. Renfrow sits second on 62, while Foster is third with 54.

After nailing the holeshot at the start of the 18-lap race, pole-sitter Renfrow had looked set to make a race of it with Oliver. "My start was great," said Renfrow, who just turned 40. "I nailed the start and got the holeshot. I had a hard time right off the line with a wheelie and got sideways, but got it back down."

Renfrow was followed closely by both Sullivan and Oliver with Ienatsch and Derek King following. The leading trio finished the first lap in their starting order, but Oliver first found his way past Sullivan, then roughly halfway through the second lap Honda-mounted Renfrow ran wide in turn seven, letting Oliver fly by.

"When Rich got by I didn't quite make the turn," said Renfrow. "I ran almost all the way off the track and he passed me when I did that." The Virginian might have been more aggressive in trying to salvage his line, but the bumpy track with its large number of paint lines crossing at various points forced him to exercise caution. "You get out to an unfamiliar part of the track and you just can't be sure," he said. "I had no problem with the paint line, but I was scared anyway."

"I got a pretty good start but Randy beat us to the first turn," said 34-year-old Oliver. "I followed him for about a lap and a half, he went wide in turn seven and I slipped underneath him."

After that, the race for first was essentially over and Oliver did what he seems to do best, steadily pulling away to win by over seven seconds, though not quite as quickly as he would have liked. "It took me a while to get somewhat of a lead," he said. "I was just trying not to go berserk. I didn't really know what the competition had to offer. I started turning 27s and pulling a half a second a lap which got me up to a plus five and I was able to hold it there, but usually by halfway I start to gain a little more, so I stepped it up and got it to plus seven."

With Oliver out of the picture, the focus fell back to the fight for second place between Renfrow and Sullivan, but that didn't last long either as Sullivan immediately started putting heavy pressure on the now-second-placed Renfrow. The pair ran neck and neck for around two laps but by the end of the fourth lap the Simpson Construction/Dick Wall-backed Sullivan finally made the pass stick through turn nine.

"Sullivan actually passed me twice," said Renfrow. "The second time he got by he passed me on the outside through the carousel. I have a real hard time with that corner. He just rode around faster than me."

Renfrow was able to hang in for a while, but once he and Sullivan hit lapped traffic, Sullivan was able to pull away. "I think I was taking a few more chances through traffic than he (Renfrow) was and it really helped me get away," said Sullivan.

Their early scrap for the runner-up spot allowed Sullivan and Renfrow to pull a gap on fourth-place starter Ienatsch, and King in fifth. King passed Ienatsch early in the race to secure fourth, but one lap later he was running 14th. His drop in position put Ienatsch back where he started, just a little more alone this time as the now-fifth-placed Foster was trailing some distance behind. Some five laps into the race, however, Foster had reeled in the Zero Gravity rider and made the pass for fourth, a position he would hold to the end.

After a slow start and grappling with chassis setup for much of the weekend, number-two plate holder Ienatsch was disappointed with his performance. "I just didn't ride it well," said Ienatch. "I took too long to get into a rhythm and just wasn't aggressive enough in the first five laps." He felt better for the last half of the race but made a mistake through turns 12 and 13, thus losing his chance at getting back past Foster.

"I got into the chicane area too hot," said the Sport Rider editor, "and it dropped me from Foster. I almost caught him at the end."

Early in the race Foster thought he might have a chance to run with Renfrow but made a mistake in trying to pass a lapped rider through the difficult turn nine. "I caught Renfrow when he hit lappers," said San Juan Capistrano, California's Foster. "I tried getting the lapper, but when I got on the gas I missed the brake and stepped on the footpeg instead. The rear end went way out and I almost high-sided." That mistake gave Renfrow some breathing room and he wouldn't be challenged again.

Toward the end of the race, Foster would face some slight pressure from Ienatsch, who had dropped his lap times into the mid-1:27s by the last two laps. "My (pit) board said plus five so I started cruising thinking he (Ienatsch) wasn't even on the same straight as me," said Foster. "I popped some wheelies and started messing around. When I looked back at the checkered, there he was and I thought, 'that's no five seconds.'" And while it wasn't five seconds, it was enough for Foster to hang on to his fourth-place finish with Ienatsch fifth. Performance Machine's Kristian Kass was sixth after closing in on Ienatsch at the end, but the combination of wrist pain and a rear Dunlop that was providing no traction by the end of the race colluded to put a stop to his progress. Road Racing World's Chris Rogers was seventh, with Cliff Tolley, Jeff Leggitt and Bobby Keith rounding out the top 10.

After a strong third at the opening round in Daytona, Kass' Performance Machine teammate Roland Sands ended his race early with a crash on the first lap. "It was my fault," said the disappointed Sands. "I got a horrible start and was running like 11th." Sands went into turn seven and tried a dramatic late-braking maneuver to make up a few places, but it didn't work out and Sands lost the front end, sliding into Team World Sports Imports' Bobby Keith. "I went in with the rear wheel in the air and tried to pass five guys when I should have only passed three. It's the first and last time I'll take anybody else out." CN

Pomona Fairplex
Pomona, California
Results: April 21, 1996

250cc GRAND PRIX: 1. Rich Oliver (Yam); 2. Mike Sullivan (Yam); 3. Randy Renfrow (Hon); 4. Mark Foster (Yam); 5. Nick Ienatsch (Yam); 6. Kristian Kass (Yam); 7. Chris Rogers (Yam); 8. Cliff Tolley (Yam); 9. Jeff Leggitt (Hon); 10. Bobby Keith (Yam); 11. Greg Esser (Yam); 12. Walt Dorsch (W-R); 13. Michael Montoya (Yam); 14. John France (Hon); 15. Jason Roth (Yam).
Time: 26 min., 22.054 sec.
Distance: 37.8 miles.
Average Speed: 86.015 mph.
Margin of Victory: 7.675 sec.
AMA 250cc GRAND PRIX CHAMPIONSHIP POINT STANDINGS (After 2 of 10 rounds): 1. Rich Oliver (Yam); 2. Mike Sullivan (Yam); 3. Randy Renfrow (Hon); 4. Mark Foster (Yam); 5. Nick Ienatsch (Yam); 6. Kristian Kass (Yam); 7. Chris Rogers (Yam); 8. Cliff Tolley (Yam); 9. Jeff Leggitt (Hon); 10. Bobby Keith (Yam); 11. Greg Esser (Yam); 12. Walt Dorsch (W-R); 13. Michael Montoya (Yam); 14. John France (Hon); 15. Jason Roth (Yam).

Upcoming Rounds:
Round 3 - Monterey, California, April 28
Round 4 - Homestead, Florida, May 19

AMA Teamline 750cc Supersport Series
Round 2: Pomona Fairplex

Suzukis all around

By Paul Carruthers
Photo by Kinney Jones

POMONA, CA, APR. 20

There was perhaps some hope that the Kawasakis would be closer to the seemingly already-dominant Suzuki GSXR750 when the series moved from the wide-open spaces of Daytona International Speedway to the not-so-friendly confines of the Pomona Fairplex. Those hopes were dashed quickly, however, with Suzuki taking the top seven spots in round two of the Teamline-sponsored series. Now the other Suzuki riders simply have to figure out how to beat Yoshimura Suzuki's Pascal Picotte.

Picotte was in a class by himself at Pomona, winning by 4.679 seconds only because that's what he figured was a safe margin. If Picotte was to be prodded, the push was expected to come from his teammate Aaron Yates, the winner of the opening round at Daytona. Yates, though, was injured after having broken his right collarbone during a testing crash at Willow Springs the week prior to Pomona. No one else could come close.

The man who came the closest was Team Suzuki Sports Mark Miller, in his best performance to date. The Californian raced with self-sponsored, EBSCO Industries cast-off James Randolph for five of the 18 laps before clearing off to an uncontested second place. Miller's previous best was a fifth at Firebird International Raceway last year.

Randolph's race showed that he's well on his way to finding the form that made him a top finisher in past years, riding a fairly stock Suzuki that he keeps and maintains in his own garage after losing his EBSCO ride after Daytona.

Fourth place went to EBSCO's Mark McDaniel, the Northern California rider circulating alone at the finish after shaking off teammate Michael Barnes, who ended up losing one more spot to the charging Yates in the final corner. Yates' effort was impressive considering his injury and his fifth-place finish kept his championship hopes alive.

Picotte now leads Yates by six points after two rounds, 68-62, with Miller holding down third by three points over McDaniel. Barnes is another point behind with 53, just two clear of Muzzy Kawasaki's Doug Chandler, who finished 10th at Pomona.

The top Kawasaki finisher was Kinko's-backed Jason Pridmore, who rode his ZX7 to eighth.

Picotte wasted little time in moving to the front of the pack from his pole position on the front row. The French Canadian led going into turn one and he led in every turn after that.

"I thought I'd have a five-second lead at the end," Picotte said after winning by 4.6 seconds. "I was consistently half a second faster and I wasn't going over my head. I don't think the pace was very fast. It was a lot easier without Aaron (Yates)."

With the race for first effectively over by the first corner, focus switched to the battle for second - a race that started with Miller leading Randolph, McDaniel, Leslie, Barnes, Pridmore and his teammate Thomas Stevens. It didn't take long, however, before the seven-rider battle turned into a two-rider affair, with Miller and Randolph swapping the spot on occasion. By the sixth lap Miller had second sewn up after putting some distance on Randolph and he was able to easily hold the spot to the finish.

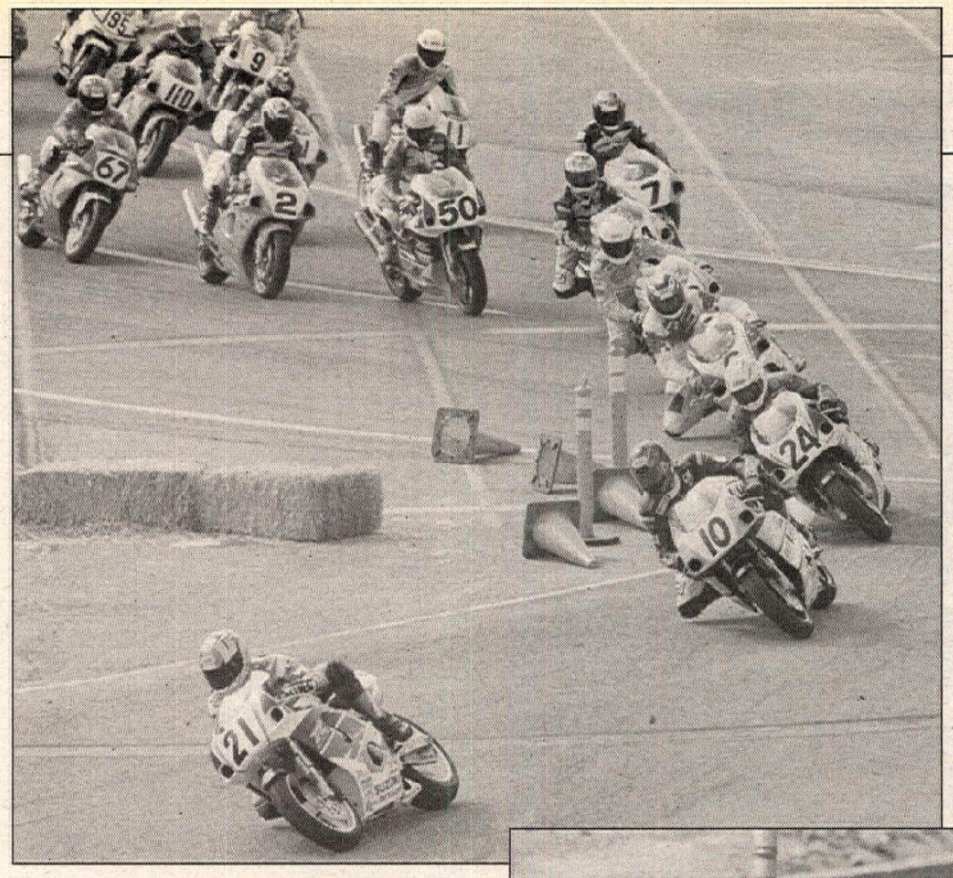
"It's a better kind of season," the 24-year-old said. "It's my first year on Dunlops, my first year on these bikes and tires. Last year I used Avons and a self-tuned bike, and using Avons allowed me to get to all the races. Bill Syfan (Team Suzuki Sport coordinator) saw some potential in me and gave me the chance to do Team Suzuki Sport. I was just trying to put in clean laps. He's (Randolph) a strong finisher and a good friend and I knew he'd be there. I was happy to see that he was not."

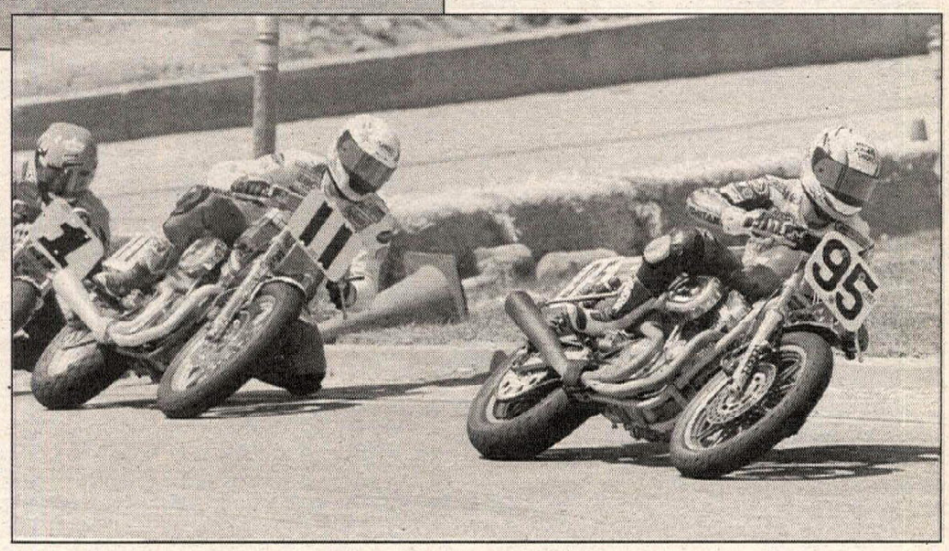
Third place pleased Randolph after an up-and-down season in 1995. "This is my best result in awhile," the Californian said. "I rode for EBSCO at Daytona, but they decided to cut back to two riders. I'm really fortunate that Bill Syfan gave me a bike - well, really a lot of parts. I tested the bike a few days and did a club race. I've worked non stop since Daytona. Cary Andrews did the motor, but it's really pretty stock. Iím more familiar with this bike, more confident. Iím like my old self."

Yates managed to stuff his Suzuki under Barnes in the final corner, forcing the Floridian to run wide.

"I'm real happy," Yates said. "I didnít expect to do that well."

Chandler had problems with his front fork all weekend, and it didn't get any better by race time. He finished an eventual 10th. Zero Gravity's Ben Bostrom ended up 11th, the top finishing 600cc rider. Kinko's Kawasaki's Stevens wound up 21st after crashing while running seventh. CN





(Above) The 750cc Supersport pack never got any closer than this to Pascal Picotte (21). (Right) Matt Wait (95) had his hands full with Ben Bostrom (11), but eventually grabbed the win, his second straight on the season.

Pomona Fairplex
Pomona, California
Results: April 20, 1996

750cc SUPERSPORT FINAL: 1. Pascal Picotte (Suz); 2. Mark Miller (Suz); 3. James Randolph (Suz); 4. Mark McDaniel (Suz); 5. Aaron Yates (Suz); 6. Michael Barnes (Suz); 7. Jim Leslie (Suz); 8. Jason Pridmore (Kaw); 9. Mark Black (Suz); 10. Doug Chandler (Kaw); 11. Ben Bostrom (Hon); 12. Mike Sullivan (Yam); 13. Dale Kieffer (Suz); 14. Shawn Roberti (Kaw); 15. Steve Patterson (Suz); 16. Matt Wait (Hon); 17. Dax Snow (Suz); 18. Daniel Bailey (Suz); 19. Rad Greaves (Suz); 20. Owen Weichel (Kaw); 21. Thomas Stevens (Kaw); 22. David Roy (Suz); 23. Peter Hupperich (Suz); 24. John Weiss (Suz); 25. Gary Ricci (Suz); 26. Michael Conlon Jr. (Hon); 27. Glenn Filshie (Suz); 28. Victor Cabral (Suz); 29. Ben Welch (Yam); 30. Louis Cobello (Suz); 31. Dennie Burke (Suz); 32. Stephen Stallman (Suz); 33. Mike Klein (Hon); 34. Mark Junge (Suz); 35. Dustin Sperber (Hon); 36. John Ferdinand (Suz); 37. James Hanlon (Suz); 38. Frank Wilson (Suz).
Time: 26 min., 22.744 sec.
Distance: 18 laps, 28.8 miles.
Average Speed: 85.977 mph.
Margin of Victory: 4.679 sec.
750cc SUPERSPORT C'SHIP POINT STANDINGS (After 2 of 10 rounds): 1. Pascal Picotte (68/1 win); 2. Aaron Yates (62/1 win); 3. Mark Miller (57); 4. Mark McDaniel (54); 5. Michael Barnes (53); 6. Doug Chandler (51); 7. Jim Leslie (47); 8. Jason Pridmore (47); 9. Mark Black (34); 10. Thomas Stevens (32); 11. (TIE) James Randolph/Steve Patterson (30); 13. Daniel Bailey (22); 14. Frank Wilson (21); 15. (TIE) Doug Toland/Ben Bostrom/Dale Kieffer (20).

Upcoming rounds:
Round 3 - Monterey, California, April 27
Round 4 - Homestead, Florida, May 18

AMA/Progressive Insurance SuperTwins Series
Round 2: Pomona Fairplex

And then there were two

By Scott Rousseau
Photo by Kinney Jones

POMONA, CA, APR. 21

The deep-seated rivalry between longtime competitors Matt Wait and Ben Bostrom continued in the 12-lap AMA/Progressive Insurance SuperTwins feature at the Pomona Fairplex, with Wait getting the nod to take his second win of the season and thus remain perfect in the series to date.

"That was a really tough race with the heat," Wait said. "A couple of times Ben showed me a wheel, but my main deal was to get out front early, because the track is so rough that it makes it that much harder to pass people."

The Mitchell's Modesto Harley-Davidson rider headed the 23-rider field as it lumbered off the starting line and into turn one with the Bartels H-D-backed Bostrom brothers Eric and Ben, Hal's H-D rider Brian Gibbs and defending series champion Scott Zampach bunched up and fighting for position. Eric Bostrom then crashed. The youngster remounted but was well off the pace, leaving four riders fighting for supremacy up front while Spectro/Moroney's H-D rider Nate Wait broke free of the second pack of riders and set out on a charge toward the front.

Bostrom continued to threaten Wait as the race progressed through the early laps, running up alongside him in the corners and poking around for an opening, all the while being forced to keep his guard up against Zampach, who was now by Gibbs and looking for the same thing from Bostrom. On lap three, Bostrom closed in tight

"It was just a real tough race," Bostrom said. "I was doing a lot of sliding around. I made a mistake in the kink one time and I almost threw it away and then I rode too hard to try and overcompensate for it when I should have just relaxed."

Nate Wait remained unflappable up front as the field crossed the stripe on the fifth lap, but Zampach continued to give Bostrom grief, and Nate Wait drew up and prepared to overtake Gibbs. He did so on the very next lap and thus began to concentrate on making the humongous gap that had opened up between him and the leaders. The younger Wait would ride alone for the rest of the event.

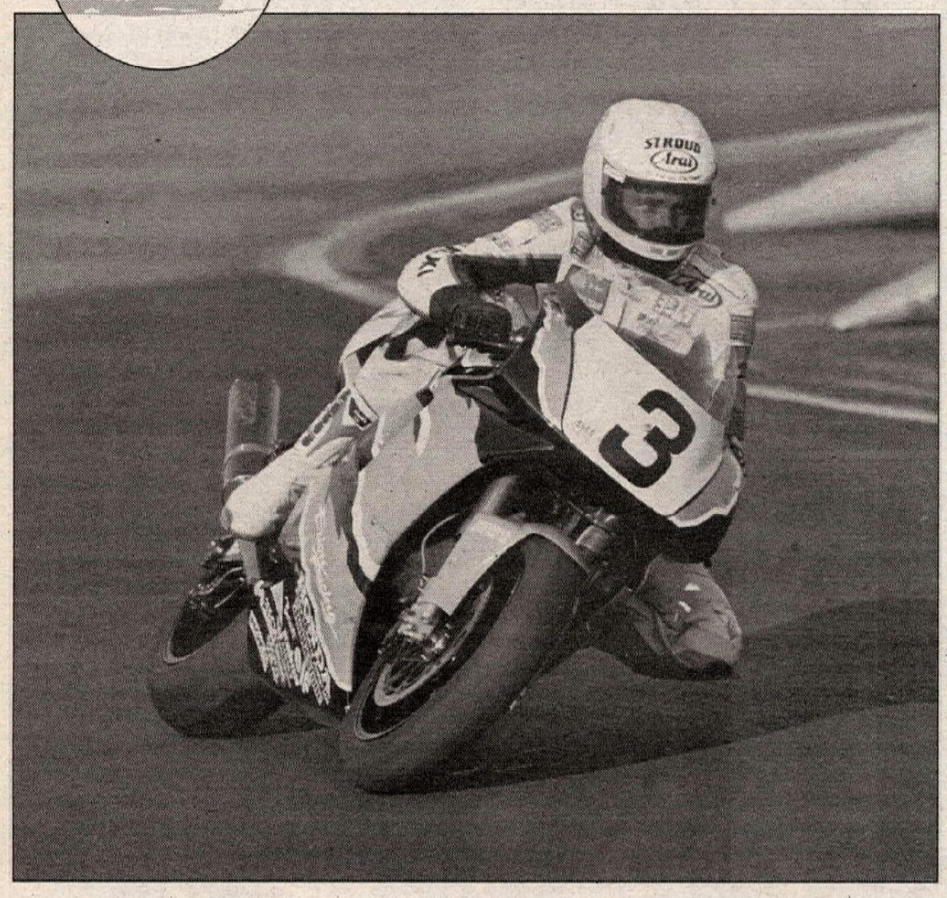
"I'm real happy," Nate Wait said. "I was just trying to keep those guys in my sights and keep up my pace. I didn't run with them. I did the best I could."

When Zampach exited the battle and rolled behind the wall with mechanical problems on lap seven, the youngster from Lodi, California, was all but assured third place. There was no one close enough to challenge him.

Up front, however, there were still plenty of challenges being thrown at Matt Wait by Bostrom, who was continually able to pull close to the leader's rear wheel by jumping on the brakes on the approach to turn seven and then riding a tight inside line through the right-hander. But though Wait ran a wider line through the same curve, the momentum it afforded was more than enough to keep him ahead of his rival.

"The combination of the heat and that turn made my bike want to slide around a lot," Wait said. "Basically you have to stay smooth and keep up your

Round 2: Pomona Fairplex



momentum to do well on an 883 anyway."

By the ninth lap, Wait began to get an edge on Bostrom, stretching his advantage over the Bartels rider just a little more with each of the remaining laps. Bostrom never lost hope, but even he had to admit that the situation looked bleak.

"I didn't know if I could beat Matt (at that point)," Bostrom said. "I tried to catch up to him, but he just deserved it today."

Meanwhile, Nate Wait appeared to be closing the gap to the leaders ever so slightly as he closed in on his first National road racing podium finish.

"I could see those guys about three-quarters of the way down the back straight," he said. "That's the only place that I could pace myself and tell whether I was gaining on them or not. All weekend my bike was set up just perfect. All I had to do was raise the shifter a little."

By the time the checkered flag fell, Matt Wait had 10 lengths on Bostrom at the line, and the 21-year-old pumped his fist in the air in jubilation after he crossed over it.

"This was great," Wait said afterward. "The fans are great. When you've got them behind you, it pumps you up even more. I needed this one after the way I finished in the 600 race."

Nate Wait concurred as he joined his older brother on a road race National podium for the first time.

"I've been dreaming of this day," Nate Wait said. "I rode hard, and I think I did pretty good."

Bostrom was not as happy with the result, which combined with his earlier finish in the 600cc Supersport event gave him two solid runner-ups for the day.

"I'm happy about my 600cc Supersport race," Bostrom said. "But not this one."

Gibbs held on for fourth ahead of a tight fifth-place battle between Hikaru Miyagi, Daigoro Suzuki and Guy Bertin. Miyagi got the nod. CN

Pomona Fairplex
Pomona, California
Results: April 21, 1996 (Round 2 of 11)

SUPERTWINS: 1. Matt Wait; 2. Ben Bostrom; 3. Nate Wait; 4. Brian Gibbs; 5. Hikaru Miyagi; 6. Daigoro Suzuki; 7. Guy Bertin; 8. Michel Amalric; 9. Mark Black; 10. Richie Morris; 11. Eric Bostrom; 12. Jim Rosa; 13. Jody Hendleyl; 14. Paul Lynch; 15. Stephen Vlasblom; 16. Jerry Casciero; 17. Donald Paul; 18. Jim Whitaker; 19. Matthew Guidera; 20. Al Salaverria; 21. Tripp Nobles; 22. Scott Zampach; 23. Owen Weichel.
Time: 18 min., 52.105 sec.
Distance: 12 laps, 25.2 miles
Average Speed: 80.134 mph
Margin of Victory: 1.351 sec.
AMA/PROGRESSIVE INSURANCE SUPERTWINS SERIES POINTS STANDINGS (After 2 of 15 rounds): 1. Matt Wait (72 points/1 win); 2. Ben Bostrom (64); 3. Nate Wait (56); 4. Brian Gibbs (51); 5. Hikaru Miyagi (50); 6. Daigoro Suzuki (41); 7. Richie Morris (38); 8. Scott Zampach (37); 9. Tripp Nobles (32); 10. Dave Estok (30); 11. (TIE) Steve Vlasblom/Chuck Blackmon (35); 13. (TIE) Jim Whitaker/Guy Bertin/Michel Amalric/Eric Bostrom (24); 17. Mark Black (22); 18. Rob Hermans (21); 19. (TIE) Roger Reiman/Jim Rosa (19).

Upcoming rounds:
Round 3 - Monterey, California, April 27-28
Round 4 - Homestead, Florida, May 18-19

AMA Performance Machine SuperTeams

Erion strikes first

By Mark Hoyer
Photo by Kinney Jones

POMONA, CA, APR. 20

Erion Racing's Kevin Erion really wants the AMA SuperTeams number-one plate back.

If the impressive opening-round performance by '93 World Endurance champion Doug Toland and fill-in rider Andrew Stroud is any indication, Erion just might get his way.

Stroud made his run across the track and the Le Mans-style start a quick one, nearly making it past the '95 championship-winning Ebsco Industries Suzuki piloted by Michael Barnes off the line. Despite the second-place start, Stroud found his way quickly past Barnes and just started piling on the time, handing over the bike to teammate Toland at around the 32-minute mark with a comfortable 23-second lead. From there on Toland just did the laps and made sure he brought the bike safely to the finish on the 41st lap.

"Andrew did all the work," said Toland. "Just a matter of riding around in circles. No sense in pushing it."

Mark McDaniel took over from Barnes and made a push to try to close in on the leader, eventually narrowing the gap to around 13 seconds at the end and keeping the GSXR1100 the only bike to finish the race on the lead lap.

Andrew Stroud led Erion Racing to victory in the SuperTeams final at Pomona, the opening round of the endurance series.

Third place and one lap down was the Dats Trucking-backed Suzuki of Dax Snow and Dale Kieffer, the team still searching for some more power from their former Team Pearls GSXR1100. Fourth at the end of the 60-minute race was the Ohio Superbike team of Dan Bailey and Mark Junge. The team thought they might have faired better in the results, but Junge crashed their Suzuki 1100 after only four laps of practice. The crash itself wasn't too bad, until the bike caught fire.

"I crashed in turn four and the bike caught on fire," said Junge. "The corner worker there didn't have a fire extinguisher and finally a spectator came out with a fire extinguisher from his car."

It was too late, though, as the damage was already done. With their regular SuperTeams bike out with a burned wiring harness, Bailey and Junge were forced to ride their 750cc Supersport bike.

"We rolled in the bike from the (preceding) 750cc Supersport race, changed the tires to slicks and went out," said Bailey. "We were doing fine in cornering speed, but they (the bigger bikes) were killing us on drive."

Fifth of the nine points-scoring entries on 39 laps was the Fastrax Suzuki of Dean Mizdal and Brian Parriot.

Barnes narrowly left the line in front of Stroud with the Keystone racing's Yamaha 1000 piloted by Dave Estok close behind. Estok didn't last in third for long, however, as the the Moto-Liberty Honda riden by Gerald Rothman Jr. occupied that spot at the end of the first lap. But Rothman wouldn't last there either.

"I was going down the back straight on the third lap when the motor cut off a couple times," said Rothman. "It went back on, but it felt electrical. I got around to the carousel (turn nine) and it finally just quit."

Moto-Liberty worked on the bike in pit lane, trying to get the machine started but Rothman would not rejoin the race. Still, all wasn't lost for Moto-Liberty. There were so few entries at Pomona that despite only finishing two laps, the team leaves the first round with 22 points on a ninth-place finish.

Not long after that, Estok found himself on the sidelines after he high-sided and ended the team's race.

Meanwhile, Stroud quickly made his way around Barnes to take over the lead, and he built on it from there.

"I got Barnes at the end of the back straight," said Stroud, who is filling in for injured Erion rider Chuck Sorenson.

"I know I had a bit up the sleeve, it just took a couple of laps to get going and I made the pass and pulled a gap."

Stroud ran a few quick laps, then backed the pace down when he felt a problem with the front brake.

"After six or seven laps the lever came in a bit," said the New Zealander. "It stayed where it was, but it took a while to get my confidence in the brakes back up. I just started shutting off a bit early."

Barnes, who rode for Erion Racing last year, did what he could to stay with Stroud, and managed to still remain within around three seconds of the leader by the 20th lap.

"We struggled with the setup here," said Barnes. "One of the problems is that we get minimal practice. I tried hanging with Stroud for a little bit, but they simply beat us. We'll have something better for them at Laguna."

Stroud handed off the bike with an over-20-second lead to his teammate Toland at around the 32-minute mark and felt he could have done more if he had to.

"I probably could have gone a second a lap faster if I had to," said Stroud. "The (Bridgestone) tires weren't hardly sliding at all. It's just that at this track, you always have to have a reserve. If you hit a series of bumps when you're on the ragged edge you'll be all over the place."

When Barnes' teammate McDaniel took over, he was faced with deficit of some 20 seconds to try to close. The Santa Rosa resident took a few laps to get settled in and comfortable with sliding the bike and set to work.

"Our fastest laps were three or five laps from the end," said McDaniel. "I was just working to constantly improve, improve."

In the closing stages the Ebsco Industries rider started closing the gap and found new motivation to push even harder.

"Watching my minus board go from minus 19 to minus 18 really motivates you to jack it up. It's a real incentive."

In the end, McDaniel closed the gap on Toland to 13.032 seconds, finishing second behind the veteran endurance racer.

The race for third started shaping up between Dats Racing and Ohio Superbike around the time of the teams' respective pit stops. Kieffer had gotten the team off to a six-place start at the end of the first lap, but just a few laps later found himself suddenly in fourth. "Keystone high-sided on, I think, the third lap between (turns) two and three and I almost ran over him (Estok)," said Kieffer. "That moved us to fifth and then Moto-Liberty broke. Ohio Superbike was in front of us by like 12 seconds and I closed the gap at almost the 40-minute mark when I handed off to Dax (Snow)."

Ohio Superbike had pitted the previous lap but had to spend extra time to dump fuel in their 750cc Supersport machine and that allowed Kieffer to hand off the bike with a 10-second lead.

"We dumped two gallons to make sure we'd go the distance and that cost us some time," said Bailey.

Snow took a few laps to settle in to a good pace and started turning laps and kept Ohio Superbike's Junge at bay for the remainder of the race.

Sudden Force Racing was listed in eighth place in the provision results but was disqualified for what was termed and illegal rider change by an AMA spokesman. CN

Pomona Fairplex
Pomona, California
Results: April 20, 1996 (Round 1 of 9)

SUPERTEAMS: 1. Erion Racing (Hon); 2. Ebsco Industries Suzuki (Suz); 3. Dats Racing (Suz); 4. Ohio Superbike (Suz); 5. Fastrax (Yam); 6. Ohio Superbike II (Suz); 7. Two Dudes From Cali Racing (Suz); 8. Keystone/Northstar Racing (Yam); 9. Moto-Liberty Honda (Hon).
Time: 60 min., 50.212 sec.
Distance: 41 laps, 86.1 miles.
Average Speed: 84.916 mph
Margin of Victory: 13.032 sec.
SUPERTEAMS CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 9 rounds): 1. Erion Racing (35); 2. Ebsco Industries Suzuki (32); 3. Dats Racing (30); 4. Ohio Superbike (28); 5. Fastrax (26); 6. Ohio Superbike II (25); 7. Two Dudes From Cali Racing (24); 8. Keystone/Northstar Racing (23); 9. Moto-Liberty Honda (22).

Upcoming Rounds:
Round 2 - Monterey, California, April 28
Round 3 - Homestead, Florida, May 19

THESE KIDS WENT TO VEGAS, NOT TO GAMBLE,

BUT TO WIN.

Some kids are very smart. Take this bunch. They went to Las Vegas and won really, really big.

But they didn't gamble. Didn't need to cheat. They do, however, have "a great system".

You see, the odds of winning at the 25th Annual World Mini Grand Prix were in your favor if you rode a Yamaha YZ.

Take the 80cc class, for instance. After all the shuffling was over, these YZ aces won six of the eight different 80cc classes in the GP. They even hedged their bets with seconds and thirds. And took home a jackpot in the 125cc competition too.

We'd like to congratulate the following winners and their families: Justin Buckelew, Johnny Marley, Shaun Hamblin, Cory Morais, Jesse Cacias, Eric Willis, Josh Hansen, Josh Tarentino, Danny Smith, Ryan Morias, Jerry Aleman, Donovan Mitchell, Shawn Ellis, Tim Beatty, Jonathan Schultz and Chet Malito. Plus offer a special thanks to North County Yamaha and Noleen Racing.

Next time you see one of these kids, ask them if they think riding a Yamaha is the way to come out a winner.

They'll all tell you the same thing: "You bet!"

YAMAHA

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Parker makes his case

By Scott Rousseau
Photos by Kinney Jones

POMONA, CA, APR. 20

As the AMA dirt track teams rolled into the Pomona Fairplex, all but one had the same simple mission - get Scott Parker and get him good.

Infused with new sponsorship money, the top privateer campaigners were looking for a chance to strut their stuff against the benchmark Harley-Davidson factory team of Parker and tuner Bill Werner. But none of them did, for when the smoke cleared at the 11th running of the Pomona Half Mile, Parker had notched his 71st career victory and once again sprung back from the disappointment that was the Daytona Short Track one month ago. Parker's message? Just as simple - you can try and take the title away from me, but it's not going to be easy.

"Harley-Davidson pays Scott Parker to win races," Parker said after taking the win. "That's what me and Bill Werner come here to do. This was number 71, but we want more than that. We want at least 83 by the end of this year and seven in a row. Those are Ricky Graham's records, and that's what we're going for."

Aboard the Werner-tuned "Locomotive" twingle, Parker grabbed the lead right off the start of the 25-lap main event and that's right where he stayed with little interruption until starter Scott Zimmerman threw the checkered flag. Parker was able to use the superior hookup of the twingle to drive off the sometimes slippery corners and pull away from Total Control Racing's Will Davis after the North Carolinian issued a few challenges on about laps seven through 10. Davis made a strong bid for the lead by using a lower line than Parker through turns three and four for much of the race and actually got by him off turn two, but he made the mistake of showing the turn-three line to the reigning champion too early in the final. Parker capitalized on the discovery and pulled farther ahead. Davis was still satisified with second place as it kept him in the points lead for the time being.

"I had some better lines than he did," Davis said. "Going into three he was hitting a rut that was throwin' him wide. He must have thought it was slick where I was running or something, but after he saw me go through there, he said, 'Aha.' I had to show it to him sometime, and he picked right up on it. I wanted to win this, but we're gonna keep plugging away at it."

Third place went to none other than returning USC Racing rider Ricky Graham. The former three-time champion came to Pomona looking fresh after just recently having the cast removed from his right wrist as a result of his crash at the Daytona Short Track. Graham looked extremely fast right from early practice and stayed that way throughout the evening on his Johnny Goad-wrenched Honda RS750. But come main event time, Graham struggled a bit with the power that the bike was making on the slimier-than-usual Pomona surface. He ran third for most of the Grand National, running right behind Davis before slipping backward after appearing to hit some of the ruts that were developing in the corners.

"There's a reason that Bill Werner made a twingle out of their bike," Graham said. "A Harley-Davidson to a Honda is like the difference between a four-stroke and a two-stroke already. I was just having trouble with the way that the power was hitting. I don't know what else is going to happen (this year), but I know that I'm gonna have some fun. I feel really good right now."

TCR's Kevin Atherton put on a strong ride to finish fourth after coming from the second row. The 24-year-old Michigander suffered a bad start and was mired in seventh-place off the line, but Atherton went to work quickly, displacing Team Corbin's Davey Camlin, USC Racing's Kevin Varnes and Harley-Davidson of Sacramento's Joe Kopp to grab fourth and challenge Graham by lap eight. But Atherton would advance no further on his Tom Cummings'-tuned XR750. Time simply ran out.

"Everything was working good, but I made a few too many mistakes," Atherton said. "I was able to catch Ricky, and I was making one mistake to his two. But I kept tearing myself down and having to put myself back together. You gotta be on the front row here anyway, but it's a good start because we moved up in the points. I want to be on top of that box, though."

(Above) Scott Parker (1) leads the charge off the line to start the 25-lap main event at the Pomona Half Mile. The six-time champion went on to land his sixth Pomona win and 71st career victory.

Atherton was followed home by the ever-improving Kopp, who seemed to actually enjoy the track more and more as the main event wore on and the bumps got worse. The Washington rider spent much of the race dicing with Varnes after Atherton rode past both of them, and he finally overtook Varnes with three laps to go to secure fifth place, almost catching Atherton for fourth on the final lap.

"For the first half of the race, all I did was follow Kevin and Kevin (Varnes and Atherton)," Kopp said. "Then I started going low in turns one and two and turning into three a lot sooner. Those guys started getting tired in one and two because there were a lot of holes there. I love the holes - the rougher the better."

With just two of the 24 rounds now completed, Davis leads the points standings with 42 over Team Saddlemen's Rich King, who was ninth at Pomona and now has 30. Teammates Graham and Varnes are deadlocked for third with 29 points each, and Parker sits in fifth with 28.

HEATS

Some 48 riders trekked to Southern California to do battle on Pomona's fast, tight 5/8-mile horse track, necessitating four full heats of 12 with each transferring three riders instead of two as per the new AMA rule which will be in effect at all miles, half miles, and TTs.

Parker was the first rider to take home a heat-race win, and he provided the Pomona crowd with a preview of things to come as he slammed his factory XR into the deep outside dirt and drove round the outside of turn one to grab the point while Davis slid in behind him ahead of Deeley Harley-Davidson's Steve Beattie as well as USC Racing's Terry Poovey. Parker was uncatchable, though, as he posted the fastest heat-race win of the night at five minutes and six seconds, towing Davis and then Poovey into the feature after Beattie slipped off the pace.

"We just went out there and bumped the cushion," Parker said of the start. "After that, I just rode as hard as I could."

King slapped the throttle on his Craig Rogers-owned, Ricky Smith-tuned Honda in the second main event and virtually mirrored Parker's performance after taking control over the tightly bunched back as they hit turn one. The 32-year-old Iowan went on to stretch his lead over Camlin and S&B Racing's Bret Beyer, who also earned transfers after dicing back and forth with each other. King grabbed the win but was very quiet afterward as he turned his attention to the main.

"It felt good," King said. "Those guys just shut off out there in the first turn, so I squared it off and came underneath them. We're getting things dialed in, and we're hoping that the track will come to us. We're a very determined team right now."

Bartels Harley-Davidson's Jay Springsteen was looking to recapture the magic that had propelled him to victory at Pomona one year ago as he rocketed off the starting line with Kopp and F&S Harley-Davidson's Steve Morehead. The three riders put some room on a close battle between Loral Lake Racing's Aaron Hill and White's H-D rider Mike Varnes before Springer pulled clear for good on about lap three. Kopp grabbed the second transfer and Hill the third after sneaking under Morehead on the low line.

"We've got a new Kenny Tolbert chassis and we're pretty comfortable with it," Springsteen said. "It handles really well and hooks up. If I get a good holeshot, I think I can run right with 'em tonight."

Graham, Atherton and Varnes collaborated for the most thrilling heat of the night as they battled hammer-and-tongs for the win. Varnes led for two laps with his teammate running second before Atherton shot under Graham to take the runner-up spot away. Atherton then raced back and forth with Varnes for the lead on the back straight before grabbing it for good off turn four on lap four. But Graham wasn't through yet as he passed Varnes and ran down Atherton in the final turn before pulling off the win.

"I was just trying to use the outside, and I was running a little too high," Graham said. "So I settled down and started concentrating on getting a good drive comin' out instead of going in so fast. But there's so many things that could happen out there in the main. The lines are always changing. The key is to be smooth."

SEMIS

I.M. Leathers' Chris Evans settled down and grabbed a spot in the main event via a win in the first semi of the night. He was followed in by fellow Canadian Scott Buchan. Beattie, another Canadian, rebounded from his disappointing heat race to grab a spot in the feature after topping Team Undo/Audiovox/Quaker State's Brett Landes. "Findlay Flyer" Morehead grabbed the win in the third semi while Eddie Adkins Racing/Winchester Harley-Davidson's Kenny Coolbeth took the final spot in the 18-rider main event with a second-place finish.

GRAND NATIONAL

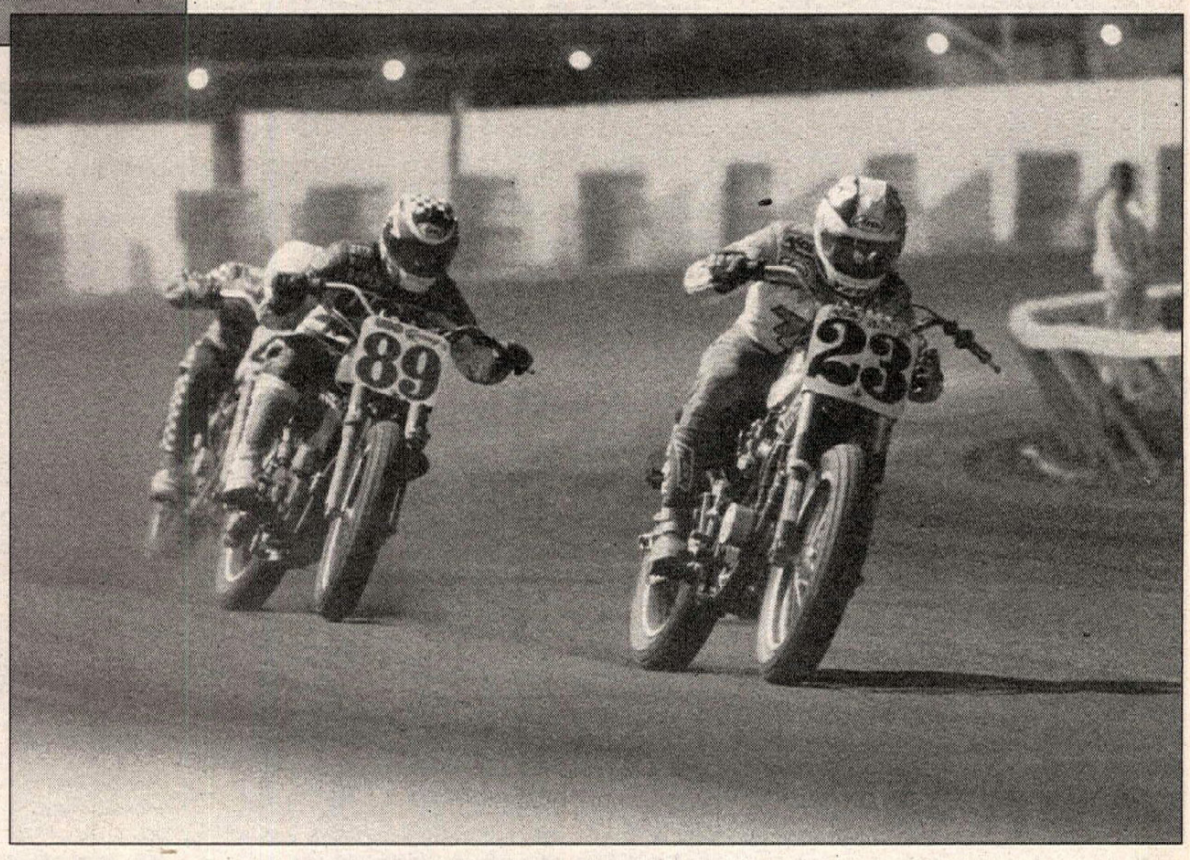
Parker was the fastest of the fastest when the green light flashed to send the 18 best dirt track racers in the country on their way in the first 750cc Grand National of the year. Davis and Graham jumped in right behind the champion as the field powered off turn one. They were followed by second-row starters Kopp and Varnes, then Camlin, Atherton and Springsteen. King got the worst start from the front row as he found himself lost in 11th place on the opening lap. The Iowan would soldier his way to eighth; finishing just behind Camlin in the final order after passing Springsteen, Morehead and early front-runner Hill, who later fell off the pace.

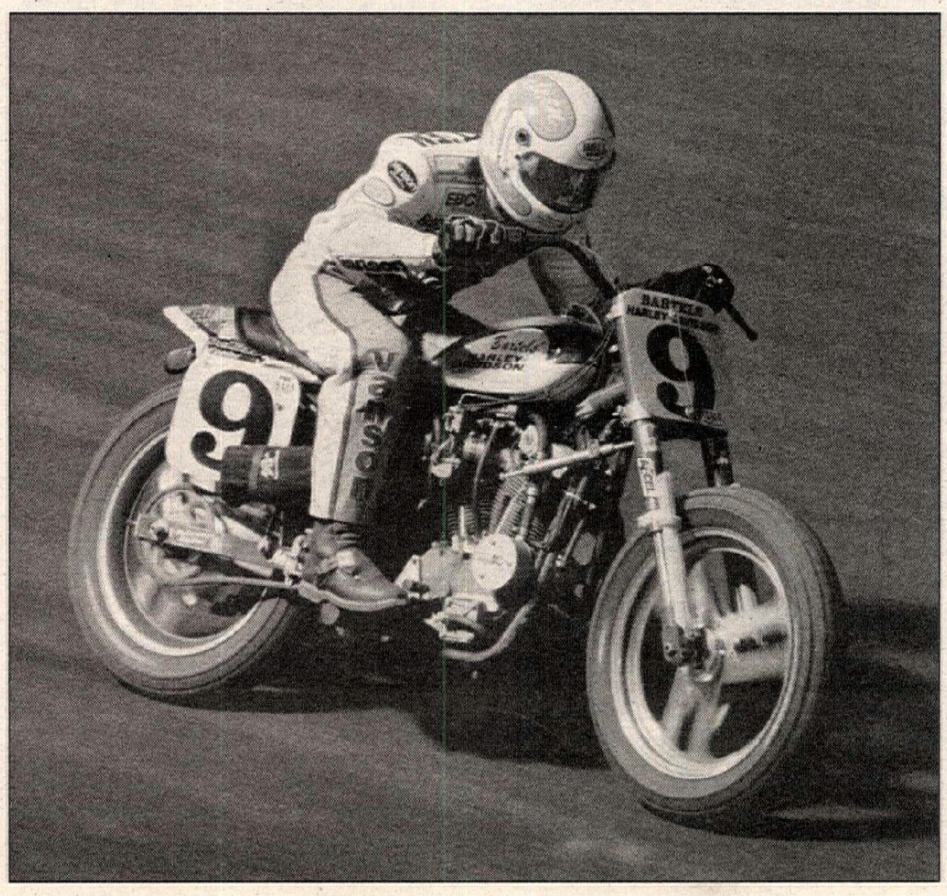
"I should have done better than that," King said. "The motorcycle was running perfectly. I just didn't get going."

Up front, Davis took his first shot at Parker by diving low off turn two and running alongside him briefly before the Locomotive hooked up and spit Parker back into the lead. Davis was inside once again in turn three only to meet the same fate against the champion's long-legged, sick-calf-sounding XR750.

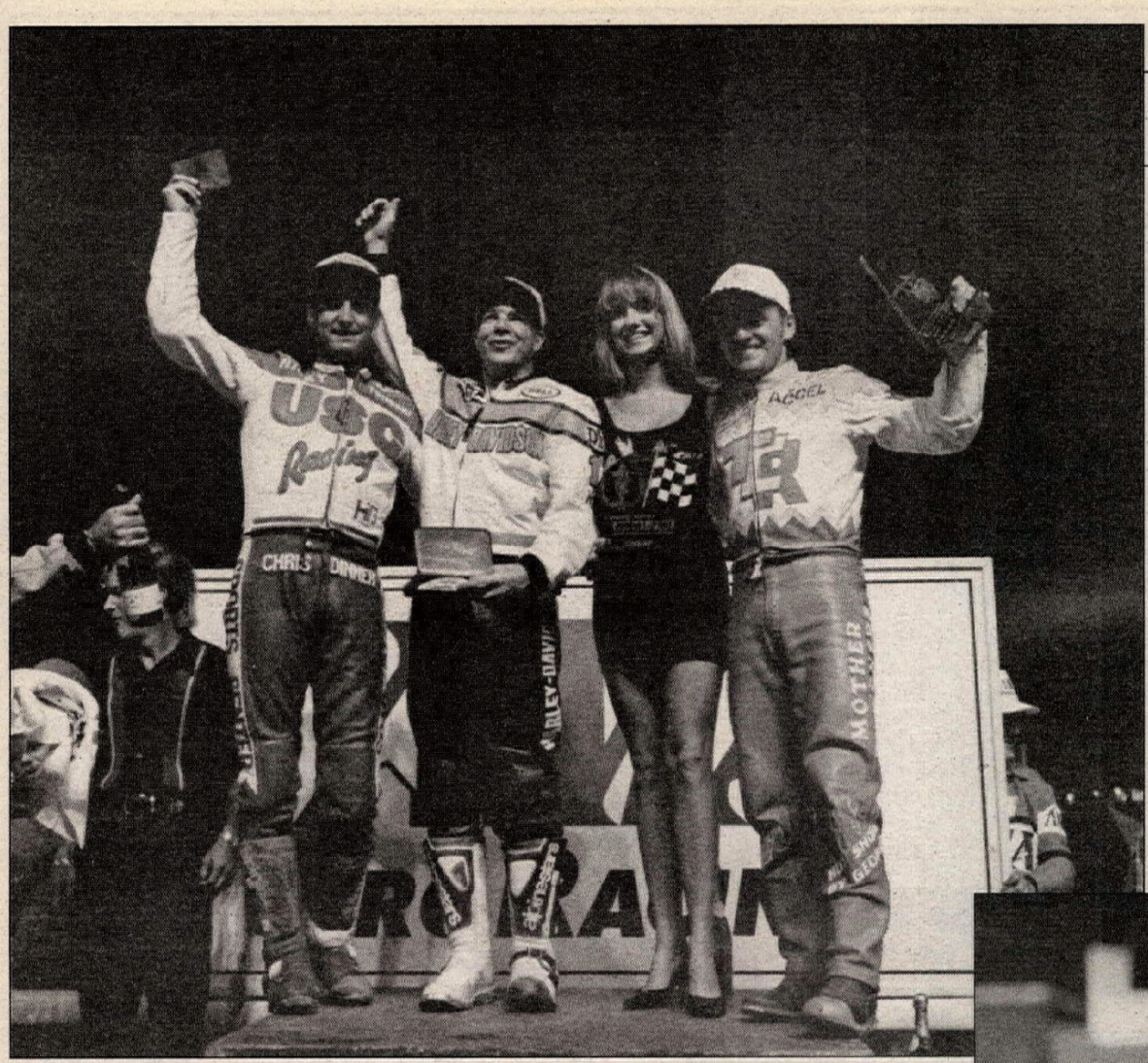
"That was scarin' me," Davis said. "I knew right then that I couldn't do anything with him on the straightaways. We had a bit of a problem with our motorcycle, and we knew it. We've got one pipe that's black and one pipe that chalks up, and we couldn't seem to figure it out. But even then it was one hell of a bike. This whole TCR team is fantastic. They *will* fix it. I can guarantee you that."

Graham stayed close but seemed to be finding his share of holes on the





(Above) "It's down here": Will Davis (21) had no choice but to show Parker (1) the low line through the turns while challenging for the lead. Once Parker picked up on them, Davis was in trouble. (Right) Kevin Atherton (23), Kevin Varnes (89) and Joe Kopp (partially hidden) raced for the fourth through sixth positions. Atherton took fourth and Kopp fifth after a close call in the final corner. (Below) No roses: Jay Springsteen failed to repeat his magical Pomona win of one year ago. The ageless veteran still turned in a respectable 10th.



(Left, left to right) Graham, Parker and Davis party it up on the podium. (Below) Wimer's Harley-Davidson teammates Jess Roeder (left) and Scott Stump (right) finished 1-2 in the AMA 883cc National. The win was Roeder's first in National dirt track competition.

Briefly...

Several riders, most notably **Scott Parker** and **Steve Morehead,** were vocal in the rider's meeting over their disapproval of some of the new 1996 dirt track rules. The riders are specifically upset over two rules: The new fuel guidelines, and the rule which now makes it legal for a rider to switch motorcycles at any time during the night only if he can prove that his qualified motorcycle is incapable of competing (e.g. mechanical failure). "I don't like the new bike rule," Parker said. "Either you can switch bikes or you can't. It shouldn't matter whether or not it's broken. Why should I have to break my motorcycle to switch it if it's not running right? Because you can bet if it comes down to the championship, any of us can find ways to do that. The rule is too gray. Make it black and white." Morehead was equally displeased over the fuel guidelines, which lower the allowable specific gravity and could render certain brands illegal. "That's stupid," Morehead said. "They can't even supply us with a list of what's legal and what's not. They want us to test and find out whether it's legal or not. They've never even bothered to check fuel except at Daytona, and who the hell is gonna cheat at a short track? This Rob King (AMA National Technical Manager) is nothing to us. Hey, we don't have the problems that the other series have. We *do* have more different winners than those series have, though."

Will Davis was experimenting with new shock linkage on his Kenny Tolbert-framed, TCR Harley-Davidson XR750 at Pomona according to mechanic **Dennis Town**. "We did a lot of measuring and a lot of figuring," Town said. "That's why we haven't painted the frame yet. I'm not sure if we're done hacking on it yet." Judging by Davis' second-place finish, they must be close.

Ricky Graham reported that he felt no lingering effects from the broken wrist sustained in his high-flying crash at the season-opening Daytona Short Track. The cast was removed some two weeks ago, and Graham was rumored to be practicing constantly even with it on. "To tell you the truth, I don't know how the thing healed so fast," Graham said.

Gardner Racing rider **Dan Butler** was chomping at the bit to take the Pomona track and get on with the season. "I'm tired of riding motocross," the 39-year-old Michigander said. "We didn't get any time on the bikes except for practice at St. Augustine (Florida). We want to try all this new stuff out. We've got that itch, but I think everyone does. Does it always get that way during this time of year?"

Spectro/Moroney's rider **Mike Hacker** went back to school - dirt track school. Hacker spent a week in Northern California with none other than **Ricky Graham**, searching for ways to improve his riding technique. "We concentrated on just being smooth," Hacker said. "Rollin' on the throttle, and the different ways that you can position your body on the motorcycle to make it do what you want it to. We also worked on training programs. Ricky's a real nice guy, and he has so much to teach you it's unbelievable. With me being a National number, if he can help me, I can only imagine what he can do for a younger guy."

Aaron Hill made yet another return to racing at the Pomona Half Mile. The Northern Californian, who came to Pomona last year only to retire after crashing in the fourth turn then returned again in 1995 for a brief stint aboard the Gardner Racing Harley-Davidsons before retiring again, was aboard the Al Bergstrom-owned Loral Lake Racing Honda RS750 formerly campaigned by **Ronnie Jones**. "We're just having a little play day," Hill said. "Ronnie didn't want to come out, so I'm going to give it a try." Does this mean that fans may see Hill aboard the bike at future events? "I'm not gonna say that," Hill said with a smile. "Because every time that I say no, I come back again. This is just something to do for fun." Hill had fun making the National and finishing 16th, good enough to keep his National number 17 for one more year.

Former supercross star and current Honda/1-800-Collect Team Advisor **Jeff Stanton** was on hand to support his good friend **Scott Parker** at the Pomona Half Mile. "I took the week off from the supercross, because it's all wrapped up," Stanton said. "Scott lives a little over an hour from me, and we're pretty good friends. I love to watch dirt track, and I enjoy riding on the ice back home, but I don't know if I'd come out and do this stuff like these guys. They haul ass." The mighty Stanton was later seen handling baby-sitting chores for the Parker's baby girl, Ashley.

Willie McCoy was back with the Fred Schmulbach racing team following the departure of **Andy Tresser.** McCoy was originally slated for the ride to begin the season, but disagreements between the young Texan and Schmulbach led to Tresser being hired. Tresser is now back on his Ducati, McCoy is back on Schmulbach's XRs, and all seems well. More later.

Lance Jones had a heck of a time getting his XR750 back after taking it Down Under to compete in the Ivan Mauger dirt track exhibitions that were set up by **Dave Camlin** and **Butch Donahue**. "From what I understand, the shipping company lost some of our parts, so they offered to ship the bikes back for free," Jones said. "But instead of shipping them by air, they shipped them by boat. I expected it to be back when I got home from home Daytona. I just got it back last week. I'm working on it right now."

line he was using to get there. On the next circuit, Parker was where Davis wanted to be.

"That (high line) wasn't bothering me," Parker said. "But there was more rubber where he was, and there was a lot of traction down there than I thought. I was two feet too high. Once I started running down there, we really started going forward."

Armed with the new-found knowledge, Parker continued on his merry way toward the finish line, pulling a bigger lead with each passing lap. Davis was now in a solid second, several lengths ahead of Graham in third.

Atherton ran fourth with Kopp running him down when the pair received the white flag, and the pair had a tense moment when the anxious Kopp tried to stuff it under the former Harley-Davidson factory rider and take the position away out of the final turn.

"Joe came in under me and hit a rut," Atherton said. "It stood him up and put him into me. It was no big deal. He just race track, which was hampering his effort at making a good run toward the leaders.

"Sometimes it would slide a whole lot, and I'd lose time," Graham said. "You just had to really ease the throttle to keep it in control."

Atherton and Varnes and Kopp were locked in the dice of doom by lap eight with Atherton getting the best of it as he checked out and attempted to run down Graham. Kopp, meanwhile, was able to put away Varnes, who would end up sixth at the finish.

"My front end was really tucking under in turn one, and it was pushing," Varnes said. "I felt the pressure from Joe, but I didn't know it was him until he went by. I would rather have beat them both, but that's okay. Sixth is the best that I've ever done here."

"Before we went out in the main event, Chico (Bednard - one of the USC racing assistants) pointed to Kevin (Varnes) and said, "Follow him,'" Kopp said. "So when I saw Kevin up ahead, I thought, 'Oh yeah, I'm gonna follow him all right. I'm gonna get him.'"

By lap 10, Davis' low- to mid-line patterns were fully established, and he took two more shots at the rim-riding Parker, who was still having a ball in the deep dirt. But things took a serious turn when Davis actually slipped past Parker off turn two, lost the lead on the back straight and then threatened again down low in turn three. This time Parker saw the North Carolinian coming and, more importantly, what rubbed me a little - and how do they say that? - rubbin' is racin'."

"That was pretty wild," Kopp said. "I don't think we touched, but I definitely got sideways behind him. I was full-lock."

But it was Parker who had the lock on the win.

"The best part is that I got one in the books already," Parker said. "If I don't win another National this year, at least I got this one. But we think that we can do it again. This was basically a new frame, and it won the first time out. The plan is to win and go for the championship."

One thing about Parker and Werner: Nobody can accuse them failing to stick to the plan.

883

The series opening 12-lap AMA 883 National quickly became a three-rider affair as Wimer's/Accel/S&S/Saddlemen teammates Jess Roeder and the returning Scott Stump squared off against reigning National Champion Mike Hacker on the Spectro/Moroney's Harley-Davidson entry. In their battle for Sportster supremacy, Hacker and Roeder took turns leading the race while Stump appeared to bide his time for the first four curcuits.

As the field received the halfway flags, Stump upped the pressure, and in a battle of past and present class champions, relegated Hacker to third. But the 20-year-old Virginian wasn't through yet, and he grabbed the lead off the fourth corner and held it for the next

two laps before being ganged up on and shoved back to third once more. Roeder took the lead at that point and got real stingy with it, leading the rest of the distance to claim his first-ever National win. The normally reserved Ohioan was extremely animated as the win apparently brought him out of his shell.

"That was one of the toughest rides of my life," Roeder said. "I rode as hard as I could for the whole race. This was my first National win and the first time that I was carrying my dad's old National number (94). I want to think him and Ken Wimer. My dad's always believed in me."

Stump held off Hacker for second and was stoked to be on the podium - or even near it for that matter - after his terrible crash at the Springfield Mile last May.

"This was my first race back since Springfield," Stump said. "Everything went right." CN

Pomona Fairplex
Pomona, California
Results: April 20, 1996 (Round 2 of 24)

HEAT 1 (10 laps; 12 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Will Davis (H-D); 3. Terry Poovey (Hon); 4. Georgie Price IV (H-D); 5. Steve Beattie (H-D); 6. Geo Roeder II (H-D); 7. Mike Hacker (H-D); 8. Nate Wait (H-D); 9. Jim McIlvena (H-D); 10. Don Howard (H-D); 11. Rob Gette (H-D); 12. Jim Rosa (Nor).
Time: 5 min., 6.73 sec.

HEAT 2 (10 laps; 12 riders, top 3 transfer): 1. Rich King (Hon); 2. Dave Camlin (H-D); 3. Bret Beyer (H-D); 4. Dale Jenneman (H-D); 5. Dan Stanley (H-D); 6. Kenny Coolbeth (H-D); 7. Brent Armbruster (H-D); 8. Jim Sumner (H-D); 9. Ian Segedy (H-D); 10. Matt Wait (H-D); 11. Lance Jones (H-D); 12. Allon McBee (H-D)
Time: 5 min., 9.27 sec.

HEAT 3 (10 laps; 12 riders, top 3 transfer): 1. Jay Springsteen (H-D); 2. Joe Kopp (H-D); 3. Aaron Hill (Hon); 4. Steve Morehead (H-D); 5. Mike Varnes (H-D); 6. Scott Buchan (H-D); 7. Chance Darling (H-D); 8. J.R. Schnabel (H-D); 9. Willie McCoy (H-D); 10. Tommy Hayden (H-D); 11. Eric Bostrom (H-D); 12. Trapper McDaniel (H-D).
Time: 5 min., 14.24 sec.

HEAT 4 (10 laps; 12 riders, top 3 transfer): 1. Ricky Graham (Hon); 2. Kevin Atherton (H-D); 3. Kevin Varnes (Hon); 4. Jason Fletcher (H-D); 5. Chris Evans (H-D); 6. Brett Landes (Hon); 7. Dan Butler (H-D); 8. Rex Fisher (H-D); 9. Paul Lynch (H-D); 10. Paul Bergstrom (Hon); 11. Lonnie Kopp (H-D); 12. Andy Tresser (Duc).
Time: 5 min., 13.73 sec.

SEMI 1 (8 laps; 12 riders, top 2 transfer): 1. Chris Evans (H-D); 2. Scott Buchan (H-D); 3. Georgie Price IV (H-D); 4. Mike Hacker (H-D); 5. Dan Stanley (H-D); 6. Willie McCoy (H-D); 7. Rex Fisher (H-D); 8. Lonnie Kopp (H-D); 9. Lance Jones (H-D); 10. Trapper McDaniel (H-D); 11. Jim Sumner (H-D); 12. Don Howard (H-D).
Time: 4 min., 14.23 sec.

SEMI 2 (8 laps; 12 riders, top 2 transfer): 1. Steve Beattie (H-D); 2. Brett Landes (Hon); 3. Brent Armbruster (H-D); 4. Nate Wait (H-D); 5. Andy Tresser (Duc); 6. Dale Jenneman (H-D); 7. Mike Varnes (H-D); 8. Paul Lynch (H-D); 9. J.R. Schnabel (H-D); 10. Matt Wait (H-D); 11. Rob Gette (H-D); 12. Eric Bostrom (H-D).
Time: 4 min.,11.05 sec.

SEMI 1 (8 laps; 12 riders, top 2 transfer): 1. Steve Morehead (H-D); 2. Kenny Coolbeth (H-D); 3. Dan Butler (H-D); 4. Jason Fletcher (H-D); 5. Chance Darling (H-D); 6. Geo Roeder II (H-D); 7. Ian Segedy (H-D); 8. Allon McBee (H-D); 9. Jim McIlvena (H-D); 10. Tommy Hayden (H-D); 11. Paul Bergstrom (Hon); 12. Jim Rosa (Nor).
Time: 4 min., 8.89 sec.

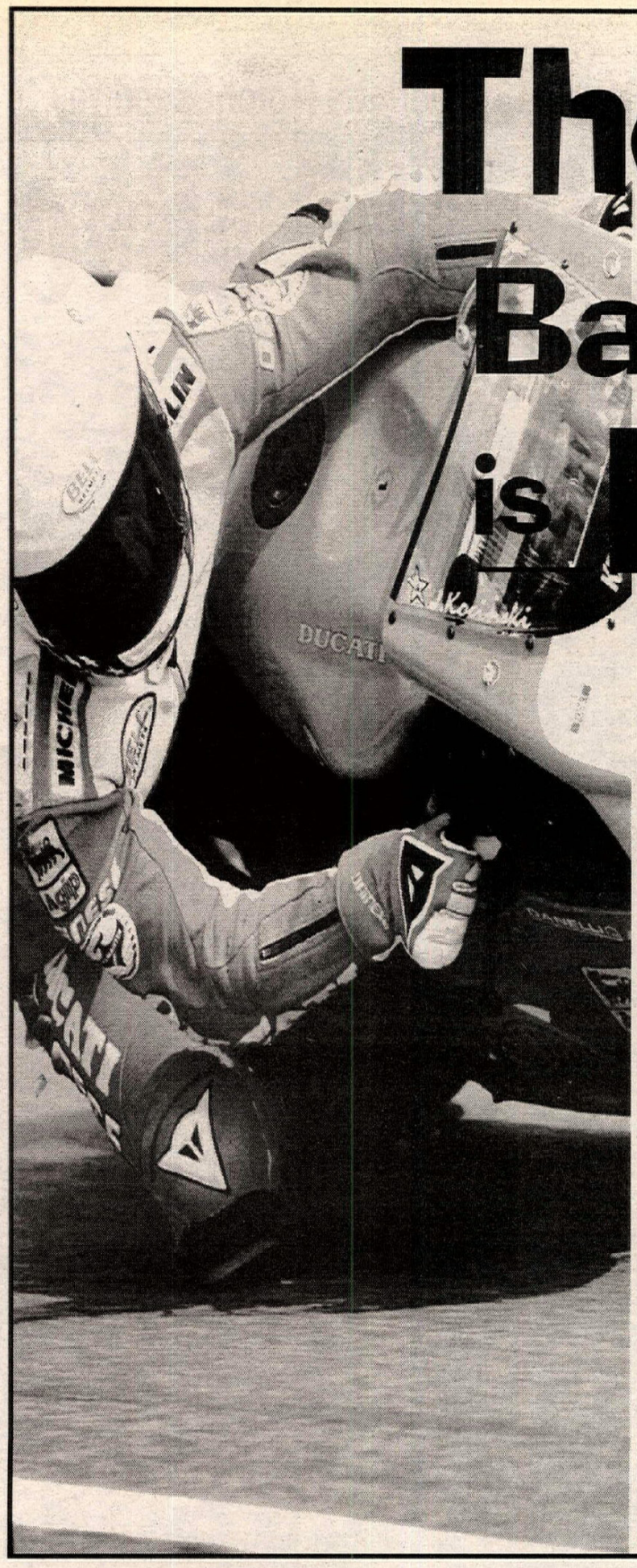
GRAND NATIONAL (18 riders, 25 laps): 1. Scott Parker (H-D); 2. Will Davis (H-D); 3. Ricky Graham (Hon); 4. Kevin Atherton (H-D); 5. Joe Kopp (H-D); 6. Kevin Varnes (Hon); 7. Davey Camlin (H-D); 8. Rich King (Hon); 9. Steve Morehead (H-D); 10. Jay Springsteen (H-D); 11. Terry Poovey (Hon); 12. Chris Evans (H-D); 13. Bret Beyer (H-D); 14. Brett Landes (Hon); 15. Ken Coolbeth (H-D); 16. Aaron Hill (Hon); 17. Steve Beattie (H-D); 18. Scott Buchan (H-D).
Time: 13 min., 29.75 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 2 of 24 rounds): 1. Will Davis (42 points/1 win); 2. Rich King (30); 3. (TIE) Ricky Graham/Kevin Varnes (29); 5. Scott Parker (28/1 win); 6. Joe Kopp (26); 7. Kevin Atherton (25); 8. Brett Landes (20); 9. Jay Springsteen (16); 10. Georgie Price IV (14); 11. Kenny Coolbeth (13); 12. Dave Camlin (12); 13. (TIE) Ronnie Jones/Terry Poovey (11); 15. Steve Morehead (10); 16. Charlie Orr (8); 17. Chris Evans (7); 18. (TIE) Bret Beyer/Mike Varnes (8); 20. Dan Butler (4).

883 NATIONAL (12 laps; 17 riders): 1. Jess Roeder; 2. Scott Stump; 3. Mike Hacker; 4. Nate Wait; 5. Shaun Russell; 6. Jay Springsteen; 7. Matt Wait; 8. Dale Jenneman; 9. John Wincewicz; 10. J.R. Schnabel; 11. Don Howard; 12. Johnny Murphree; 13. Georgie Price IV; 14. Eric Bostrom; 15. Eric Wood; 16. Lonnie Pauley; 17. Joe Winston III.

AMA 883cc NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 1 of 15 rounds): 1. Jess Roeder (23 points/1 win); 2. Scott Stump (19); 3. Mike Hacker (16); 4. Nate Wait (15); 5. Shaun Russell (14); 6. Jay Springsteen (13); 7. Matt Wait (12); 8. Dale Jenneman (11); 9. John Wincewicz (10); 10. J.R. Schnabel (9); 11. Don Howard (8); 12. Johnny Murphree (7); 13. Georgie Price IV (6); 14. Eric Bostrom (5); 15. Eric Wood (4); 16. Lonnie Pauley (3); 17. Joe Winston III (2).

Upcoming rounds:
Round 3: Harrington, Delaware, May 4
Round 4: Springfield, Illinois, May 26



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Round 13: Charlotte Motor Speedway

The streak is still alive

By Kit Palmer
Photos by Karl Ockert

CHARLOTTE, NC, APR. 20

For the first time, the AMA Supercross Series visited the home of the "good ol' boys," NASCAR's Charlotte Motor Speedway, and were greeted by the longest supercross track the sport has ever seen. But a heavy dose of rain a few hours prior to the evening's program left the track - built on the tri-oval's infield - a muddy mess and the riders fighting for the one *dry* line around the long track, which measured over a mile and a half. After winning his heat race, Team 1-800-Collect/Honda/Fox's Jeremy McGrath said: "The start will be everything in the main event. There's one good line out there and everyone wants it." He finished off by saying, "Tonight could be a different story," meaning that he knew that his win streak was definitely at risk.

McGrath, like everyone else on the start line for the main event, knew that getting the holeshot - or at least a good start (something he hasn't been getting lately) - would make or break him, and if there was any time that he really needed the holeshot, it was now.

And he got it.

McGrath beat everyone to the first turn and would occupy that "one good line" all to himself the entire race, while everyone else on the track was busy dodging roosts and pulling off tear-offs. For all intents and purposes, the race was over after the first turn, as the recently crowned four-time champ had clear sailing and pulled away from the pack, eventually taking the checkered flag nearly 20 seconds ahead of the next rider, Honda of Troy/Sinisalo's Larry Ward. It was McGrath 42nd career supercross victory.

"I was so pumped to get the start," a relieved and happy McGrath said. "That was the key." McGrath was pumped enough to execute a "Superman" over the finish-line doubles. The 31,820 fans in attendance loved it.

(Above) The race was all but over at this point, as Team 1-800-Collect/Honda/Fox's Jeremy McGrath (1) nailed the all-important 250cc holeshot in the slick, red-clay mud at the Charlotte Supercross, which was held for the first time on the infield of Charlotte Motor Speedway. McGrath extended his perfect record to 13 straight wins.
(Right) Mickael Pichon was the man of the hour as he clinched the Eastern Regional 125cc SX Championship - for the second time - after winning the 125cc feature.

McGrath wasn't the only one stoked. So was his tuner Skip Norfolk, whose last-lap pit-board message to his rider was "You Are Bad!"

Also "bad" was Ward, who spent the early part of the race dicing with teammate Mike Brown. Ward passed Brown for second place on the sixth lap then set his sights on McGrath, who had already opened up an insurmountable 11-second cushion. "I thought about trying to catch Jeremy, but he was so far out in front it just wasn't worth it," said Ward, who celebrated his birthday on Friday.

Finishing on the podium for the first time in the 250cc class was Yamaha's Kevin Windham, who leads the 125cc West Coast Supercross Series. Windham rounded the first lap in seventh and fought his way up through the pack. "It really feels great, especially to catch up through the mud."

Fourth went to Kawasaki's Jeff Emig, while Yamaha's Doug Henry rounded out the top five. Sixth was claimed by Suzuki's Ezra Lusk, while Brown had to settle for seventh after his rear tire went flat on the third lap.

In the 125cc East Coast main, Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon clinched his second title and did so in grand style by winning the main event. Pichon went into the Charlotte Supercross needing only to finish 10th or better to clinch the championship. No problem.

Pichon grabbed the lead on the fourth lap and never looked back for his sixth win of the season. "I wanted to clinch the championship so bad tonight," a very happy Pichon said. "I do not like to race for the championship at the last race (in St. Louis next week)."

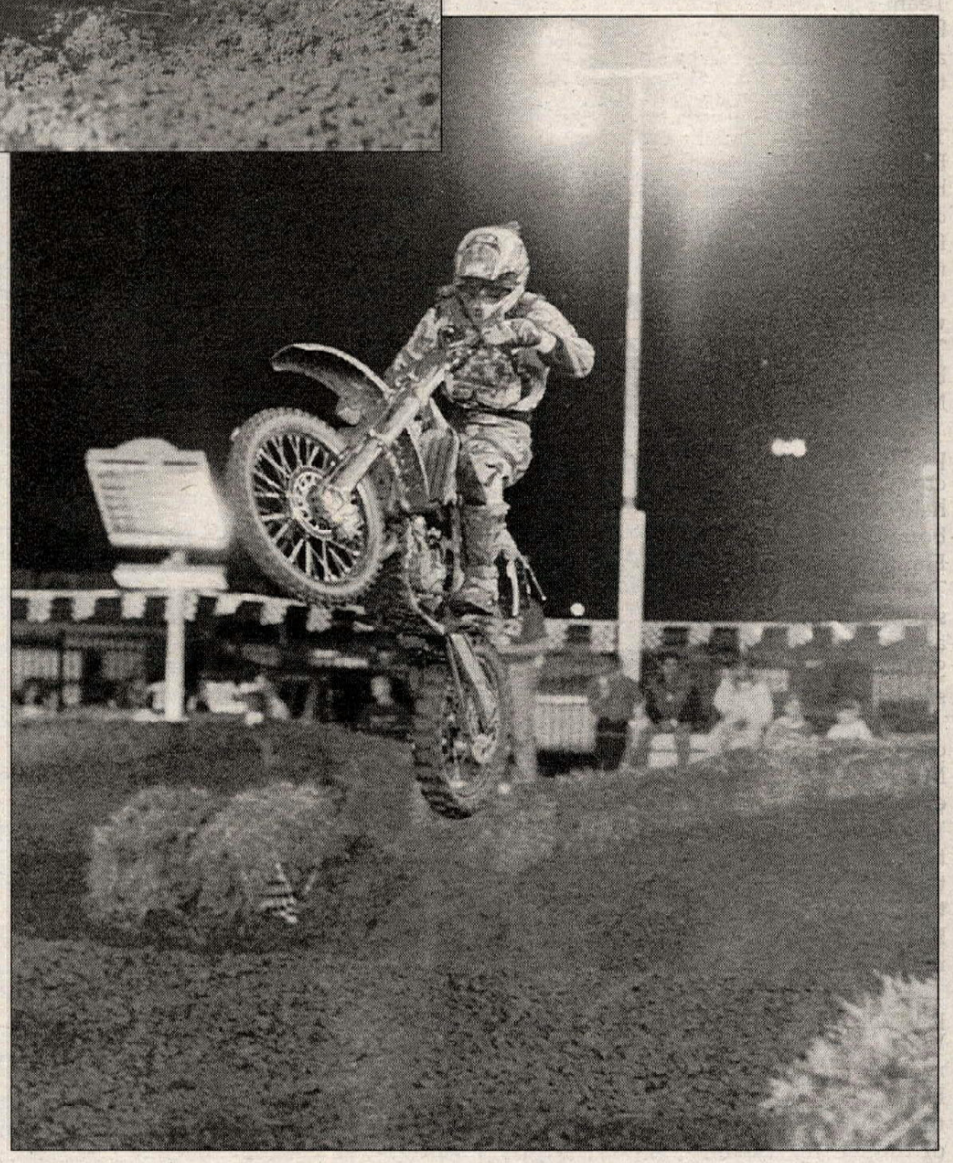
Finishing second was Pichon's only threat to the title, Yamaha's John Dowd, who was mired in the middle of the pack off the start.

But the real surprise was three-digit rider Robbie Skaggs from Lawrence, Kansas. The Team Green Kawasaki rider had earlier won his heat race for the first time of his career, then led the first three laps of the main event - before Pichon zapped him. He held down second for a while before Dowd got by him two laps from the finish. Despite pressure from Suzuki of Winston-Salem/Performance Engineering's Nathan Ramsey late in the race, Skaggs went on to finish on the podium, taking third. Ramsey finished fourth, just ahead of Suzuki support rider Scott Sheak.

Due to the long lap times, the number of laps were reduced in every race. In the 125cc class, the heat races were cut from six to four laps, the LCQ to three laps and the main event from 15 to 10 laps. The 250cc class ran five-lap heat races, four-lap semis, a four-lap LCQ, and the feature was cut back from 20 laps to 15.

250cc

Emig, Team Suzuki's Albertyn, Great Western Bank/Innovation Sports' Phil Lawrence, Hughes and Lusk fought for the all-important holeshot in the first 250cc heat race, and it was Emig who emerged from the flying mud in the lead ahead of Albertyn, Hughes and Lawrence. Emig found the hot line around the track as he opened up a modest lead over the pack, while a close battle developed between Albertyn and Kawasaki's Ryan Hughes. The two went at it for a couple of laps until Hughes found the elusive "magic traction" down one of the long straights and shot into second place.



(Above) Honda of Troy/Sinisalo's Larry Ward returned to the podium with a second-place finish. (Right) Team Yamaha's Kevin Windham made his first appearance on the podium in the 250cc class after taking a solid third.

Emig went on to take the win a few seconds over Hughes, who crashed after taking the checkered flag, and Albertyn. Lusk passed Lawrence at the halfway point and held on for fourth place and a direct transfer to the main. Lawrence, Team PJI/Xtreme/Atomic 22's Jimmy Button, Team Yamaha's Doug Henry and Windham, and Ward had to go to the semis.

McGrath edged out local favorite Team Yamaha's Damon Bradshaw and Brown for the holeshot in the second heat race, and showed the Charlotte crowd that, even though he's from California, he knows how to ride in the mud. The champ would put over a second a lap on Brown, who spent the whole race holding fellow Honda of Troy rider Brian Swink at bay. Not far behind Swink was another HoT rider, Mike Craig.

McGrath cruised to victory while performing a few "clickers" for the crowd on the way. Brown successfully held back Swink for second, while Craig bought a ticket to the main in fourth. Finishing one spot out of the money was Team Suzuki's Mike LaRocco, who spent most of the race trying to get around Great Western Bank/Innovation Sports' Buddy Antunez, who finished sixth.

"It's going to be hard to follow anyone out there," said wire-to-wire winner McGrath. "The start is going to be everything in the main."

Lawrence beat everyone to the first turn in the first semi, but Windham got the better drive down the straight to take the lead, while Dubach was left behind lying in the mud after crashing in the first turn.

Windham dominated the race, pulling out a comfortable lead over Ward, Lawrence and Henry. The only real racing involved Lawrence and Henry, who were dicing closely over third place. Lawrence came out on top of the battle, finishing just ahead of Henry, whose only supercross win came in the mud at last year's Dallas Supercross. Taking the last ticket to the main was Button, who rode all alone in fifth all race long.

The Charlotte crowd came to life in the second semi, when Bradshaw jumped out into the early lead after holeshotter Ty Wallace, on a KTM, fell in the slippery first turn. Before the first lap was half over, Bradshaw had already developed a five-second lead over Kawasaki of Missouri's Doug Stone, Great Western Bank's Denny Stephenson, BSY's Gene Naumec and Wallace. Back in the pack was LaRocco, who also crashed in the first turn.

By the end of the first lap, Bradshaw's lead had increased to over 10 seconds, then 15 and finally almost 20 seconds by the time it was all over.

LaRocco steadily worked his way up through the pack, while Naumec moved into second after passing Stephenson and Stone. At the halfway point, LaRocco had control of third but couldn't catch Naumec by the end of the race. Stephenson held on to fourth, while Antunez passed Team Noleen's Kyle Lewis late in the race to take fifth.

In the LCQ, where the top two finishers transfer to the main, a three-way battled shaped up involving BT Racing's Mike Jones, Suzuki rider Cliff Palmer and Lewis. It was a close race until, on the last lap, Palmer didn't get enough air to clear a step-up jump and his front wheel faced a tabletop and endoed. This gave Jones and Lewis an easy run to the finish, with Jones taking the win.

McGrath simply outpowered everyone to the first at the start of the 15-lap main. "We made some changes to the engine; my bike was killer," McGrath said. "It pulled so hard down the straights. I was totally stoked to get the holeshot. After that it was all a matter of being smooth and take the fast lines. I felt fast and smooth and wasn't going over my head."

McGrath was never pressured as he opened up a huge lead and would go on to take a rather uneventful win. "I was relaxed all day, watched videos in the truck. A couple of times I got squirrelly out there, so I'd just back off a little."

Brown held down second early on but Ward was ready to pounce and did so on the sixth lap, after Brown's tire started going flat. "I wanted to get by Brown earlier and save my tear-offs," Ward said. "It was hard to pass because you had to get off the main line."

Hughes, who had injured his jaw in his heat race, ran fourth for a while before succumbing to Albertyn, then crashing in the whoops, which let Windham, Henry, Emig, Craig and Swink all by.

Albertyn was having one of his better rides of the season, running as high as third after passing Brown. However, he didn't last long in third when he cased it over a triple and both Brown - flat tire and all - and Windham got him.

As the white flag approached, with McGrath and Ward both long gone, a five-way battle developed over third through eighth involving Brown, Windham, Albertyn, Emig and Henry. Three laps from the end, Albertyn endoed hard when he nosed into a double jump, sending him and his bike cartwheeling. "I got hit in the face by a rock just before the jump and couldn't see squat," Albertyn said. "It blinded me. Man, I could've had a podium finish tonight and I threw it all away."

Windham ended up taking third over Emig and Henry, while Lusk settled into sixth after a 13th place start. Brown went from third to seventh in the span of three laps, while Bradshaw, who gated poorly, went from 16th to eighth at the finish. Ninth went to Craig, while Button rounded out the top 10.

125cc

Kawasaki Team Green's Robbie Skaggs won his first-ever 125cc heat race and did so in fine style, by outdueling Team Yamaha's John Dowd. Skaggs led from start to finish, while Dowd tagged along in second. PJ1/Xtreme/Atomic 22/Burnsville Yamaha's Cory Keeney finished third ahead of Team Green's Shaun Perolio and Suzuki rider Charley Bogard.

Defending champ Pichon easily won the second heat, while Lancaster Sport Cycles/Applied Racing's Josh Demuth claimed second ahead of F&S Suzuki's Davey Yezek, Team Suzuki Sports' Scott Sheak and Bromley Suzuki's Barry Carsten.

F&S Suzuki's Andre Pene won the LCQ over Suzuki Canada's Doug Dehaan.

Skaggs gated cleanly in the main event and found himself leading the way, while Pichon and Dowd bounced into each other down the start chute with Dowd getting the short end of the stick. After the first lap, it was Skaggs leading the way followed by Team Chaparral's Brian Deegan and Pichon, while Dowd came around in 11th.

Deegan gave Pichon a tough time for a while, as the two traded places a couple of times before Pichon took sole control of second. The Frenchman then set his sights on the leader Skaggs, and it was only a matter of time before Pichon was breathing down his neck. Skaggs was riding well but Pichon was unstoppable as he sailed by Skaggs over a double jump and into the lead.

Pichon quickly opened up a cautious lead, while Skaggs cruised by himself in second. Deegan had his hands full with Sheak, Ramsey, Dowd and Suzuki rider Grayson Goodman. Deegan and Sheak battled back and forth before Sheak moved into third, then both Goodman and Dowd got around Deegan shortly thereafter.

After working so hard for third, both Ramsey and Dowd were quick to spoil Sheak's night by getting around the Suzuki rider, relegating him to fifth. A lap later, Dowd got around Ramsey and began his attack on Skaggs for second place. Two laps from the finish, Dowd closed in on the Kawasaki rider and jumped past him on a step-up jump. Dowd actually gained some ground on leader Pichon, but with only a lap and a half to go he had no chance of catching the new champ. Skaggs held on for third, ahead of Ramsey, Sheak, Goodman and Deegan.

"Me and Mickael kind of bumped on the start and came out kind of bad," Dowd said. "I saw him but I just ran out of time. I felt good once I got going."

Skaggs was ecstatic about his ride. "I went out early and walked the track, looked at all the different lines, watched McGrath, and tried his lines out on the parade lap," Skaggs said. I knew these guys (Pichon and Dowd) are fast and my grandfather told me he (Pichon) was coming. I didn't want to challenge him, because I didn't want to change anything. I wanted to keep riding my own race. The same with Dowd."

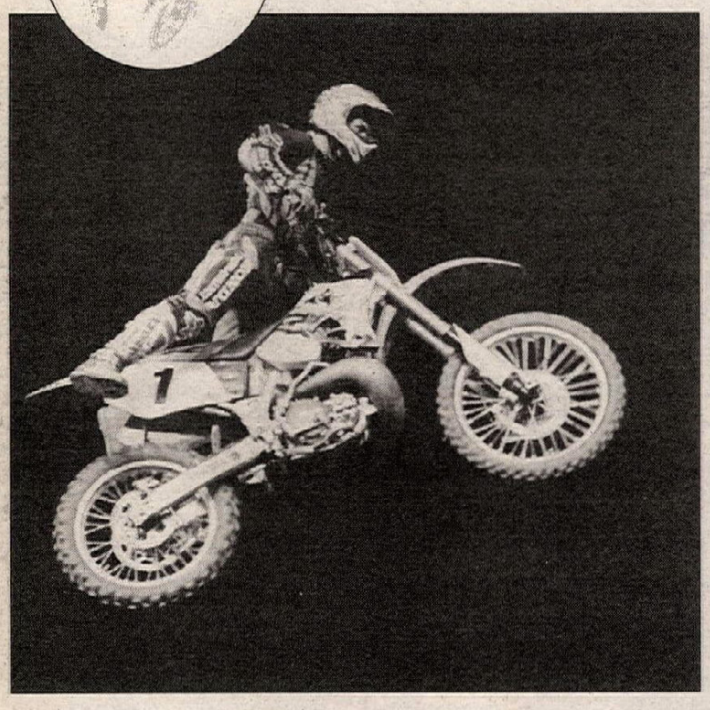
"I was very surprised (by Skaggs)," Pichon said. "He had some good lines and was very fast, but I was more worried about Dowd." CN

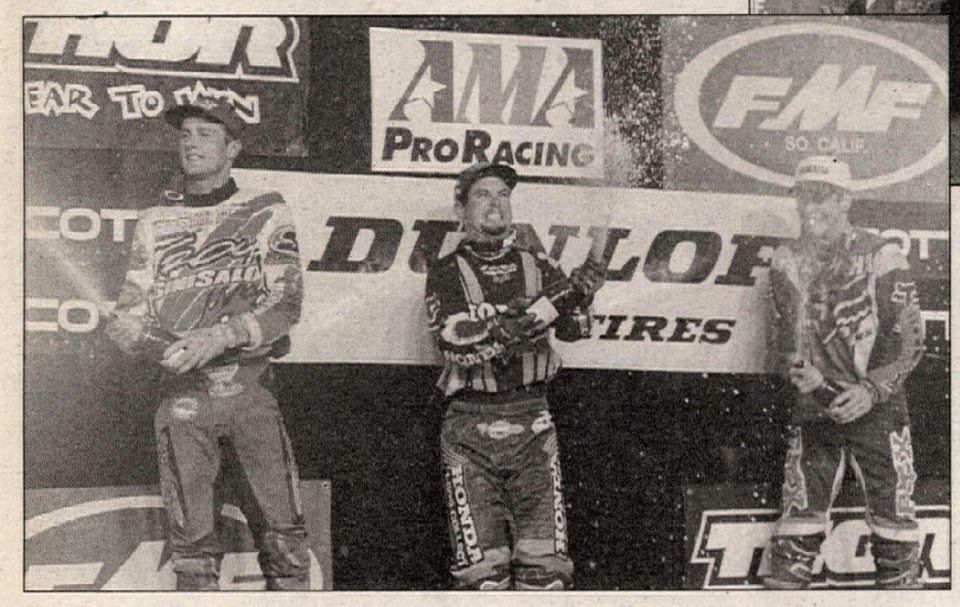
Charlotte Motor Speedway
Charlotte, North Carolina
Results: April 20, 1996 (Round 13 of 15)

125cc HEAT 1 (9 riders, 4 laps): 1. Robbie Skaggs (Kaw); 2. John Dowd (Yam); 3. Cory Keeney (Yam); 4. Shaun Perolio (Kaw); 5. Charles Dale Bogard (Suz); 6. Brian Deegan (Hon); 7. Tony Lorusso (Hon); 8. Jim Neese (Hon); 9. Grayson Goodman (Suz); 10. Doug Dehaan (Suz); 11. Michael Treadwell (Suz); 12. Jeff Yentzer (Kaw); 13. Adam Humphrey (Suz); 14. Chadwick Shepard (Suz); 15. Neil Woerner (Suz); 16. Chuck Whirley (Yam); 17. Steven Herman (Suz); 18. James Joiner (Yam); 19. Joel Dengler (Suz); 20. Andre Pene (Suz).
Time: 7 minutes, 10.180 seconds

125cc HEAT 2 (9 riders transfer, 4 laps): 1. Mickael Pichon (Kaw); 2. Josh Demuth (Yam); 3. Davey Yezek (Suz); 4. Scott Sheak (Suz); 5. Nathan Ramsey (Suz); 6. Barry Carsten (Suz); 7. David Kratz (Suz); 8. Jim Chester (Suz); 9. Tom Clowers (Suz); 10. Mark David Culton (Hon); 11. James Povolny (Kaw); 12. Marco Dube (Hon); 13. Keith Troccoli (Suz); 14. Chad Kresge (Suz); 15.

Round 13: Charlotte Motor Speedway





(Far left) McGrath performed a rare "Superman" over the finish-line jump.
(Left) Standing between 125cc winner Mickael Pichon (left) and second-place finish John Dowd (right) is Kansan Robbie Skaggs. The privateer Kawasaki rider turned a lot of heads after winning his heat race and leading the first three, long laps in the 125cc feature. He ended up third.
(Below left) (Left to right) Ward, McGrath and Windham let the champagne fly.

Ronald Faisst (Suz); 16. Jason Dodds (Yam); 17. Clifford Adoptante (Hon); 18. Jeff Kirkland (Suz); 19. Jeromy Buehl (Kaw); 20. Shane Slother (Yam).
Time: 6 min., 54.220 sec.

125cc LCQ (4 riders transfer, 3 laps): 1. Andre Pene (Suz); 2. Doug Dehaan (Suz); 3. Jeromy Buehl (Kaw); 4. Mike Treadwell (Suz); 5. Chad Kresge (Suz); 6. Jeff Yentzer (Kaw); 7. Keith Troccoli (Suz); 8. Steven Herman (Suz); 9. Chuck Shirley (Yam); 10. Chadwich Shepard (Suz); 11. Adam Humphrey (Suz); 12. James Povolny (Kaw); 13. Neil Woener (Suz); 14. Marco Dube (Hon); 15. Shane Slother (Yam); 16. Clifford Adoptante (Hon); 17. Joel Dengler (Suz); 18. Ronald Faisst (Suz); 19. Mark David Culton (Hon); 20. James Joiner (Yam); 21. Jason Dodds (Yam); 22. Jeff Kirkland (Suz).
Time: 5 min., 30.990 sec.

125cc MAIN (22 riders, 10 laps): 1. Mickael Pichon (Kaw); 2. John Dowd (Yam); 3. Robbie Skaggs (Kaw); 4. Nathan Ramsey (Suz); 5. Scott Sheak (Suz); 6. Grayson Goodman (Suz); 7. Brian Deegan (Hon); 8. Shaun Perolio (Kaw); 9. Barry Carsten (Suz); 10. Tony Lorusso (Hon); 11. Davey Yezek (Suz); 12. Charley Bogard (Suz); 13. Cory Keeney (Yam); 14. Josh Demuth (Yam); 15. Jim Neese (Hon); 16. Doug Dehaan (Suz); 17. David Kratz (Suz); 18. Tom Clowers (Suz); 19. Andre Pene (Suz); 20. Mike Treadwell (Suz); 21. Jeromy Buehl (Kaw); 22. Jim Chester (Suz).
Time: 16 min., 4.620 sec.

125cc EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 10 of 11 rounds): *1. Mickael Pichon (218/6 wins); 2. John Dowd (191/2 wins); 3. Nathan Ramsey (142); 4. Scott Sheak (132); 5. Tim Ferry (128); 6. Brian Deegan (118); 7. Davey Yezek (95); 8. Cory Keeney (94); 9. Shaun Perolio (79); 10. Barry Carsten (77); 11. Jeff Curry (75); 12. Robbie Skaggs (70); 13. Tom Clowers (60); 14. Jim Neese (54); 15. Tony Lorusso (53); 16. Grayson Goodman (37); 17. Charley Bogard (31); 18. Jeromy Buehl (26); 19. Adam Humphrey (26); 20. John Hedden (24).

250cc HEAT 1 (4 riders transfer, 7 laps): 1. Jeff Emig (Kaw); 2. Ryan Hughes (Kaw); 3. Greg Albertyn (Suz); 4. Ezra Lusk (Suz); 5. Phil Lawrence (Kaw); 6. Jimmy Button (Yam); 7. Kevin Windham (Yam); 8. Doug Henry (Yam); 9. Larry Ward (Hon); 10. Doug Dubach (Yam); 11. Mike Jones (Suz); 12. Kevin Crine (KTM); 13. Todd DeHoop (Suz); 14. Dave Castillo (Kaw); 15. Jason Dodds (Yam); 16. Brian Berry (Hon); 17. Michael Treadwell (Suz); 18. John Hedden (Suz); 19. Barry Carsten (Suz); 20. Gaylon Dickson (Yam).
Time: 8 min., 07.130 sec.

250cc HEAT 2 (4 riders transfer, 5 laps): 1. Jeremy McGrath (Hon); 2. Mike Brown (Hon); 3. Brian Swink (Hon); 4. Mike Craig (Hon); 5. Mike LaRocco (Suz); 6. Buddy Antunez (Kaw); 7. Kyle Lewis (Yam); 8. Damon Bradshaw (Yam); 9. Ty Wallace (KTM); 10. Greg Schnell (Suz); 11. Gene Naumec (Yam); 12. Denny Stephenson (Kaw); 13. Cliff Palmer (Suz); 14. Troy Brewer (Hon); 15. Chadwick Shepard (Suz); 16. James Povolny (Kaw); 17. William Wilson (Hon); 18. Doug Stone (Kaw); 19. David Dishman (Suz); 20. Josh Demuth (Yam).
Time: 7 min., 59.570 sec.

250cc SEMI 1 (5 riders transfer, 4 laps): 1. Kevin Windham (Yam); 2. Larry Ward (Hon); 3. Doug Henry (Yam); 4. Phil Lawrence (Kaw); 5. Jimmy Button (Yam); 6. Mike Jones (Suz); 7. Kevin Crine (KTM); 8. Todd DeHoop (Suz); 9. Dave Castillo (Kaw); 10. Jason Dodds (Yam); 11. Mike Treadwell (Suz); 12. Brian Berry (Hon); 13. Doug Dubach (Yam); 14. John Hedden (Suz); 15. Barry Carsten (Suz); 16. Gaylon Dickson (Yam).
Time: 6 min., 13.890 sec.

250cc SEMI 2 (5 riders transfer, 4 laps): 1. Damon Bradshaw (Yam); 2. Gene Naumec (Yam); 3. Mike LaRocco (Suz); 4. Denny Stephenson (Kaw); 5. Buddy Antunez (Kaw); 6. Kyle Lewis (Yam); 7. Cliff Palmer (Suz); 8. Ty Wallace (KTM); 9. Greg Schnell (Suz); 10. Doug Stone (Kaw); 11. Troy Brewer (Hon); 12. Chadwick Shepard (Suz); 13. William Wilson (Hon); 14. David Dishman (Suz); 15. James Povolny (Kaw); 16. Josh Demuth (Yam).
Time: 6 min., 29.550 sec.

250cc LCQ (2 riders transfer, 4 laps): 1. Mike Jones (Suz); 2. Kyle Lewis (Yam); 3. Todd DeHoop (Suz); 4. Kevin Crine (KTM); 5. Ty Wallace (KTM); 6. Cliff Palmer (Suz); 7. Mike Treadwell (Suz); 8. Doug Stone (Kaw); 9. Troy Brewer (Hon); 10. Chadwick Shepard (Suz); 11. William Wilson (Hon); 12. Jason Dobbs (Yam); 13. James Povolny (Kaw); 14. Dave Castillo (Kaw); 15. Greg Schnell (Suz); 16. Doug Dubach (Yam); 17. David Dishman (Suz); 18. John Hedden (Suz); 19. Barry Carsten (Suz); 20. Brian Berry (Hon); 21. Gaylon Dickson (Yam); 22. Josh Demuth (Yam).
Time: 6 min., 30.240 sec.

250cc MAIN (15 laps, 20 riders): 1. Jeremy McGrath (Hon); 2. Larry Ward (Hon); 3. Kevin Windham (Yam); 4. Jeff Emig (Kaw); 5. Doug Henry (Yam); 6. Ezra Lusk (Suz); 7. Mike Brown (Hon); 8. Damon Bradshaw (Yam); 9. Mike Craig (Hon); 10. Jimmy Button (Yam); 11. Ryan Hughes (Kaw); 12. Kyle Lewis (Yam); 13. Buddy Antunez (Kaw); 14. Phil Lawrence (Kaw); 15. Greg Albertyn (Suz); 16. Gene Naumec (Yam); 17. Mike Jones (Suz); 18. Brian Swink (Hon); 19. Mike LaRocco (Suz); 20. Denny Stephenson (Kaw) 20.
Time: 22 min., 45.679 sec.

250cc SUPERCROSS SERIES POINT STANDINGS (After 13 of 15 rounds): *1. Jeremy McGrath (325/13 wins); 2. Ryan Hughes (202); 3. Jeff Emig (195); 4. Ezra Lusk (179); 5. Damon Bradshaw (174); 6. Damon Huffman (172); 7. Mike LaRocco (170); 8. Phil Lawrence (Kaw); 9. Larry Ward (147); 10. Brian Swink (143); 11. Steve Lamson (107); 12. Mike Craig (104); 13. Mike Brown (100); 14. Jimmy Button (97); 15. Greg Albertyn (81); 16. Kyle Lewis (73); 17. Kevin Windham (70); 18. Doug Henry (64); 19. Buddy Antunez (58); 20. Denny Stephenson (38).

*Denotes clinched championship

Upcoming Rounds:
Round 14 - St. Louis, Missouri, April 27
Round 15 - Denver, Colorado, May 18

Briefly...

Team Kawasaki's **Ryan Hughes** was taken to the hospital immediately following the feature to have X-rays taken of his chin and to have stitches, resulting from his earlier heat-race crash. "He hit his jaw on the handlebars and really filleted his jaw," his tuner Wyatt Seals said. The latest word is that Hughes did in fact break his jaw and will be out of action for at least four weeks. Hughes' bizarre crash happened just after he had taken the checkered flag in the heat race where he finished second to teammate Jeff Emig. "He said the lights were bad and he couldn't see," team manager Roy Turner said. "He thought he had crossed the finish line, went over the next jump, then saw Emig jump the next doubles. Suddenly thinking the race was still going, after seeing Emig jump the doubles, his impulse was to jump the doubles, too." Hughes gassed it at the last second and came up way short, faced the jump and flew off his bike. Hughes also crashed a couple of times in the main.

Team Suzuki's **Mike LaRocco** had another frustrating night at Charlotte. After having to qualifying through the semis, the former 250 and 500cc National MX Champion suffered an eighth-place start in the main event and would work his way backward before crashing out of the race. A broken clutch-lever perch did him in. However, his luck was better than last year at Charlotte, when he broke his arm.

The **SplitFire/Pro Circuit/Kawasaki team** was working out of the factory Kawasaki team pit at Charlotte. On Friday, the day before the race, the Pro Circuit semi was rear-ended by a garbage truck less than a mile from the speedway. "He (Rick Stewart, the team's driver) had just fueled at a gas station, had pulled out and was making a U-turn when he was rear-ended," team owner Mitch Payton said. "It wadded the whole back end. We had to pry the rear gate off and unload the parts and rent a U-Haul (actually, it was a Ryder) box van. It really wadded the back end; screwed it up. It might be a while before we can use it (the trailer) again. Luckily, nobody was hurt in the accident, but our pride was."

As mentioned, the Charlotte Motor Speedway was hammered by rain, thanks to a major **thunder storm** that struck about 4 p.m. It poured for about 20 minutes, creating a small river than ran right through the middle of the Kawasaki pits. All the teams had to batten down the hatches as the strong winds tried to blow away their awnings. The only casualty was Team Chaparral's awning, which blew up and over the team's trailer. The awning mounts were ripped out of the trailer and the supporting poles were destroyed.

Team Suzuki's **Tim Ferry** was a no-show at Charlotte. Ferry twisted his knee at the Pontiac Supercross the previous week and, according to team manager Roger DeCoster, he wasn't ready to compete at Charlotte. "He (Ferry) said his knee wasn't up to it," DeCoster said. "I don't know how bad it (the knee) is."

The muddy conditions at Charlotte meant a long night for the mechanics who had to prep and work on the muddy bikes. "We won't do too much differently (because of the conditions)," said **Ed Longacre**, Ezra Lusk's tuner. "We'll put new (hand) grips on and let him decide what to do about tires. That's something he'll decide." **Steve Butler**, Damon Bradshaw's wrench, said, "Grips, tires and probably stiffen up the suspension a little bit, because the mud will add about another 50 pounds to the bike."

Reflecting on the length of the Charlotte track, the longest in supercross history, Team Kawasaki's **Ryan Hughes** said: "I actually got in fifth gear. That's the first time I hit fifth gear all year long. I didn't know what to do." Most of the riders said they hit fourth gear wide open, maybe clicking up to fifth just for a second, though. The length of the longest staightaway took the top riders about 30 seconds to get from one end to the other. "I had to do five (different) clickers for the crowd down one straightaway," Jeremy McGrath said. The muddy conditions didn't help lap times any, as the first lap of the first 125cc heat race (the first race of the night) took one minute and 49 seconds. It usually takes just under one minute to complete a lap at more traditional supercross venues. The course measured 3536 feet in length (40 percent longer than most stadium tracks) and encompassed 110,000 square feet.

Team Honda's **Steve Lamson** should make his racing return at the Hangtown National MX, May 5, says team manager Wess McCoy. Lamson injured his foot last month. "He's been testing, but his foot is still bothering him a little," McCoy said. "Steve has been training with Jeff Stanton, who is staying out at his house (in California)."

The 31,820 spectators who came out to **Charlotte Motor Speedway** constituted a record crowd for a supercross race in North Carolina. Previous supercross races were held in the smaller confines of Memorial Stadium near downtown Charlotte, and last year's attendance was 25,468. Numbers aside, was the first Charlotte Motor Speedway Supercross a success? **H.A. "Humpy" Wheeler**, the President/General Manager of the speedway, thought so. According to PACE/SuperSports' Jason Babiar, Humpy was "pleased" with the event and is looking forward to supercross returning to the stadium next year. Most of the riders and team members were pleased with the event as well, saying they liked the facility - especially the huge pit area - and the track, though some said they would like to see the event held during daylight hours, a la Daytona.

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MAY 1996 SCHEDULE ON ESPN2

	Original Show Telecast			Repeat Telecast	
EASTERN TIME					
Saturday	5/4	11:30-12:00pm	& Saturday	5/4	11:30-12:00am
Friday	5/10	11:00-11:30pm	& Saturday	5/11	11:30-12:00pm
Friday	5/17	11:00-11:30pm	& Saturday	5/18	11:30-12:00pm
Friday	5/24	11:00-11:30pm	& Saturday	5/25	11:30-12:00pm
Friday	5/31	10:30-11:00pm	& Saturday	6/1	11:30-12:00pm
PACIFIC TIME					
Saturday	5/4	8:30-9:00am	& Saturday	5/4	8:00-8:30pm
Friday	5/10	8:00-8:30pm	& Saturday	5/11	8:30-9:00am
Friday	5/17	8:00-8:30pm	& Saturday	5/18	8:30-9:00am
Friday	5/24	8:00-8:30pm	& Saturday	5/25	8:30-9:00am
Friday	5/31	7:30-8:00pm	& Saturday	6/1	8:30-9:00am

Join MotoWorld in May to watch Jeremy McGrath's incredible run at an unblemished Supercross season! Fourteen? ... Fifteen? ... Tune in to see Honda's No. 1 assault the record books with all the grace of a good old-fashioned street mugging.

Plus, footage from the Spain and Italy GPs, the Acerbis World Report and news from AMA Road Racing and Dirt Track.

The world will be watching ... You should too!

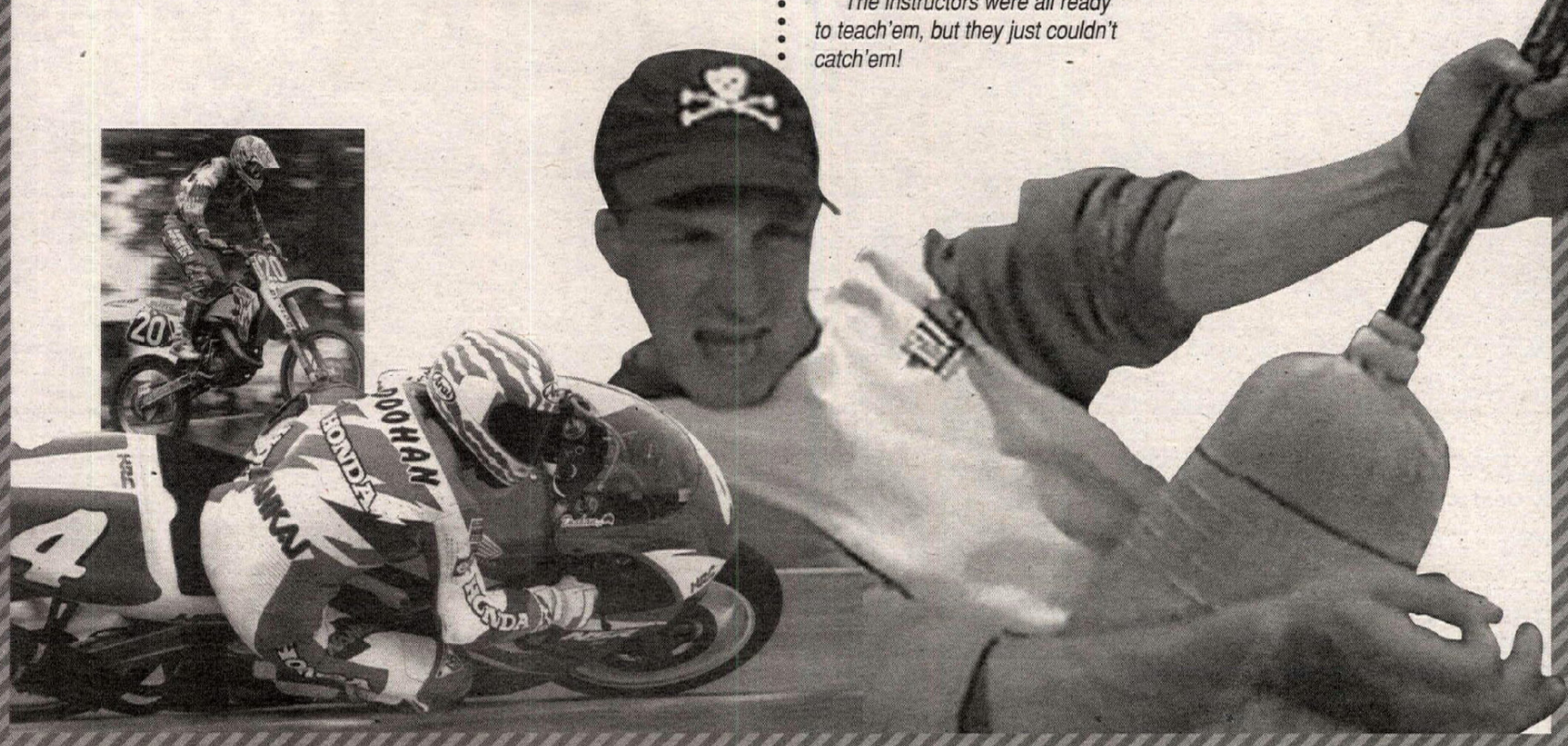
Dr. J behind the wheel, let's hope not! From the Toyota Grand Prix to Richard Petty's Driving School – it's cars, cars, everywhere on MW2.

Two-wheel greats put the pedal to the metal at Charlotte Motor Speedway. See Smokin' Joes Honda teammates Crevier and DuHamel take to the high wall against Suzuki off-road factory team rider Randy Hawkins and team Yoshimura Suzuki Superbike rider Aaron Yates.

The instructors were all ready to teach'em, but they just couldn't catch'em!

MAY 1996 SCHEDULE ON ESPN2

	Original Show Telecast			Repeat Telecast	
EASTERN TIME					
Sunday	5/5	5:30-6:00pm	& Monday	5/6	3:00-3:30am
Sunday	5/19	8:30-9:00pm	& Monday	5/20	3:00-3:30am
PACIFIC TIME					
Sunday	5/5	2:30-3:00pm	& Monday	5/6	12:00-12:30am
Sunday	5/19	5:30-6:00pm	& Monday	5/20	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Tampa, FL	Wed 5/15	12:30-1:30am	& Tue	5/14	9:30-10:30pm
Pontiac, MI	Tue 5/28	12:30-1:30am	& Mon	5/27	9:30-10:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
St. Louis, MO	Sun 5/12	3:00-5:00pm	& Sun	5/12	12:00-2:00pm
Cleveland, OH	Sun 5/26	5:00-7:00pm	& Sun	5/26	2:00-4:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Charlotte, NC	Sat 5/11	12:00-2:00pm	& Sat	5/11	9:00-11:00am
St. Louis, MO	Fri 5/24	9:30-11:30pm	& Fri	5/24	6:30-8:30pm
Cleveland, OH	Wed 5/29	4:00-6:00pm	& Wed	5/29	1:00-3:00pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Sacramento, CA	Fri 5/24	7:30-9:30pm	& Fri	5/24	4:30-6:30pm
Glen Helen, CA	Fri 5/31	8:30-10:30pm	& Fri	5/31	5:30-7:30pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Sacramento, CA	Fri 5/24	2:30-4:30pm	& Fri	5/24	11:30-1:30pm

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Sacramento, CA	Sat 5/25	1:00-2:00am	& Fri	5/24	10:00-11:00pm

World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
GP of Japan	Tue 5/7	12:30-1:30am	& Mon	5/6	9:30-10:30pm
GP of Spain	Mon 5/27	1:00-2:00am	& Sun	5/26	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Spain	Tue 5/28	8:30-10:30pm	& Tue	5/28	5:30-7:30pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Spain	Tue 5/28	8:30-10:30pm	& Tue	5/28	5:30-7:30pm

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Honest Abe

By Michael Scott
Photos by Gold & Goose

SUZUKA CITY, JAPAN, APR. 21

Japanese rider Norifumi Abe finally delivered on the promise he made to Japanese fans in 1994. Back then, he led his home Grand Prix and earned himself a full-time factory ride even though he crashed. In 1996, riding in similar breathtaking style, he made it all the way to take his first-ever GP win on the Marlboro Yamaha.

It was the climax to one of the most exciting 500cc-class races in years, with a pack of eight riders fighting for the lead, inches apart in a tooth-and-nail battle.

As previous points leader Alex Barros crashed out of the race on his Pileri Honda, Malaysian GP winner Luca Cadalora pitted the Kanemoto Honda with terminal handling problems, and defending World Champion Michael Doohan dropped back to sixth with a deflating front tire on his Repsol Honda, Abe thrilled the 51,000-strong crowd with his lurid power-slides and risk-all tactics, over 21 laps and 76.349 miles of the classic 3.46-mile figure-eight Suzuka circuit.

Abe also broke Kevin Schwantz's 1994 lap record as he became the first-ever Japanese rider to win the 500cc race in Japan, and only the third Japanese 500cc winner ever - the last was Takazumi Katayama in Sweden in 1982. He is not yet 21, but missed by a month the honor of being the youngest-ever 500cc-class winner. That is still Freddie Spencer, in Belgium in 1982.

The race was run in sunny but breezy and cool conditions after the rain that had disrupted practice melted away.

(Above) Alex Criville (4) leads the Japanese 500cc Grand Prix into the first corner ahead of wild card racer Katsuaki Fujiwara (53) and Jean-Michel Bayle (12). (Right) Norifumi Abe (9) leads Criville (4), Michael Doohan (1) and Alex Barros (7) in their early race battle.

Pole starter Alex Criville was second on the Repsol Honda, unable to match Abe's blistering rubber-burning pace in the latter half of the race, and Scott Russell was third, the Lucky Strike Suzuki rider's best result yet as he moves towards completing his first year in GP racing.

Tadayuki Okada's V-twin Repsol Honda was fourth, proving that the new lightweight production prototype is competitive on fast as well as slow circuits; Daryl Beattie was fifth in his comeback ride from his preseason testing injury.

Doohan was happy to finish sixth, and gain a slender points lead for the first time this year. "For the last five laps, it was just a matter of survival," he said, after running into tire problems at two out of three races this year, winning the other one.

Defending double World Champion Max Biaggi took his second 250cc win of the season, moving into a massive title lead as rival Tetsuya Harada made a rare blunder, crashing his Marlboro Yamaha out of third place on only the fourth lap.

The Chesterfield Aprilia rider was ecstatic after flashing across the line almost 15 seconds ahead of second-placed Lucky Strike Suzuki wild-card rider Noriyasu Numata. Not only had Biaggi smashed his own lap record as he surged away for yet another dominant win, but he had also earned a $15,000 bonus from Aprilia for becoming the

first Italian rider to win the 250cc race on an Italian bike in the stronghold of the Japanese industry.

Wild card Daijiro Kato on a Honda won a four-bike battle for third, heading Elf-Chesterfield Honda's Olivier Jacque, Benetton Honda's Tohru Ukawa and Rheos Honda's Nobuatso Aoki across the line after another somewhat processional 250cc race.

Works Aprilia rider Masaki Tokudome took his second win in succession at Suzuka, after a breathtaking race that came down to a bump-and-barge match in the last chicane.

As defending champion Harachuki Aoki and pole starter Noboru Ueda ran each other straight across the first part of the slowest corner in GP racing, and Stefano Perugini crashed in sympathy inches behind, Toku-San kept his head down to win by more than a second after a battle of inches, and move into the championship lead.

Aoki was second and Ueda third, with Tomomi Manako fourth, and Perugini remounting to finish 12th.

Tokudome moved into a slender points lead; luckless Kazuto Sakata slashed his own lap record by a massive 1.7 seconds before rattling to a stop on the track.

500cc GRAND PRIX

While fellow Dunlop rider Doriano Romboni bogged his 400cc Aprilia on the line, front-row starter Katsuaki Fujiwara jetted straight into an early lead on the Lucky Strike Suzuki, pulling out an advantage of three seconds by lap two as the establishment waited for their more sensitive Michelins to warm up.

But Fujiwara had trouble ahead. His ignition started playing up, making downshifts difficult as he couldn't blip the throttle. He slipped back into the pack, eventually retiring after 12 laps with the bike misfiring too badly to continue.

Barros was the next to lead, then Doohan, with Abe climbing all over both of them, painting black stripes on the corner exits with his spinning rear wheel, and threatening not only to crash but also to bring the others down at any moment.

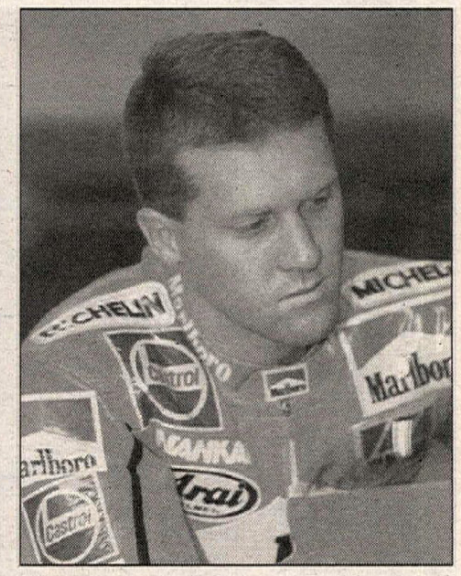
Wild card Takumi Aoki (Honda) was also with the group, but it was Abe's day. By lap eight he was in front, and was never headed again. But he did not slacken his pace, even when he drew away from Criville in the closing laps, and even though he was at maximum risk all the time.

"I decided I was going to do my best all race long," he said. "In 1994, I was with Doohan and Schwantz. This time it was as though I was racing against myself. I never imagined myself winning today, but I did feel this morning that if I couldn't get into the top three I would rather crash."

By now teammate Jean-Michel Bayle was dropping away, blaming a bad choice of tires after several near-crashes in the opening laps; while Rainey Marlboro Yamaha rider Loris Capirossi was never in contention, lying 12th before his gear-lever bolt snapped and he was forced to retire.

It was Barros who did crash, at the start of lap 12, trying too hard to capitalize on Doohan's problems. "I knew I was faster in the first three corners, but I went into the first one too fast," he said.

Cadalora had already pitted three laps earlier, in a disturbing repetition of his on-again/off-again form of the previous two years, which earned him the criticism of only being able to race properly now and then. He'd dropped from eighth on lap one to 19th on lap seven.



(Above) Norifumi Abe (9) turned in the race of his life to win his first-ever 500cc GP - and he did it in his homeland. (Above right) Kenny Roberts Jr. returned from his broken leg to finish an admirable 12th. (Right) Scott Russell (11) leads Jean-Michel Bayle (12) and Takumi Aoki in their battle; Russell ended up third, a 500cc GP career best.

"The bike wasn't steering right, and I was taking risks only to go backwards. There was no point carrying on. We need more time to get the bike settings right," he said.

Criville steadily lost ground on Abe from mid-distance, saying afterward, "I had no problems, but I couldn't match his pace." But Doohan was slowing behind him as he grappled with his front tire problems, with Aoki passing him on lap 14 and Okada closing up behind. At the same time, Russell was starting to move ahead, and passed Okada shortly before both got by Doohan.

He gained another place a lap later when Aoki fell heavily at the last of the Esses, slamming into the air-fence and lucky to escape with a broken collarbone.

Russell was thrilled: "I've been desperate to get on the rostrum, and I thought I might do it at Suzuka. Now I want to win one," he said. "My brake lever came back halfway to the bar on the warmup lap, and I thought it was going to be a long day. But it didn't get any worse in the race, so after I'd enjoyed some close racing with the pack, I decided it was time to make my move. Because of our recent engine problems my mechanics had played it safe, and we were down on acceleration out of the corners. But the chassis was good, and I was having fun."

He finished less than a second behind Criville, but almost six ahead of Okada, whose fourth place was the new lightweight V-twin Repsol Honda's best finish yet, and his first of the season.

Slow starter Daryl Beattie was the last man to overtake Doohan, in his comeback ride after missing the first two rounds with preseason testing injuries. "I'm happy with the result, but not my performance," the Lucky Strike rider said. "At the start I was among the traffic while the front guys disappeared. When I got some clear track later I started to feel comfortable. I just needed some time on the bike, and at least I should be able to start the next race on equal footing."

Doohan was happy to finish and gain a slender title points lead. He'd just taken the lead on the sixth lap and looked set for a win when his problems started. "I was feeling comfortable when the bike started running wide," he said. "I thought it was just a tire problem. I didn't realize I had a puncture. Later we found a hole in the middle of the crown of the tire. I think I picked up some gravel - I'd been showered in stones when Criville ran off the track when he passed Barros on the main straight. It got worse and worse, and for the last five laps it was just a matter of surviving."

Romboni was seventh, after having problems with heavy traffic after his slow start. "The V-fours were always in my way so I couldn't use my cornering speed," said the V-twin Aprilia rider. Then came Bayle, narrowly ahead of Alberto Puig and his Fortuna Honda teammate Carles Checa, battling setup problems, but able to hold off a hurting Shinichi Itoh's V-twin Honda.

Returning injury victim Kenny Roberts Jr. was a distant 12th, also battling tire-choice difficulties.

Jeremy McWilliams was again top privateer, the ROC-Yamaha rider fending off Padgett's-Yamaha rider Toshiyuki Arakaki by less than a tenth across the line. James Haydon also narrowly defeated Eugene McManus and Sean Emmett for 15th in an all-British battle for the last point.

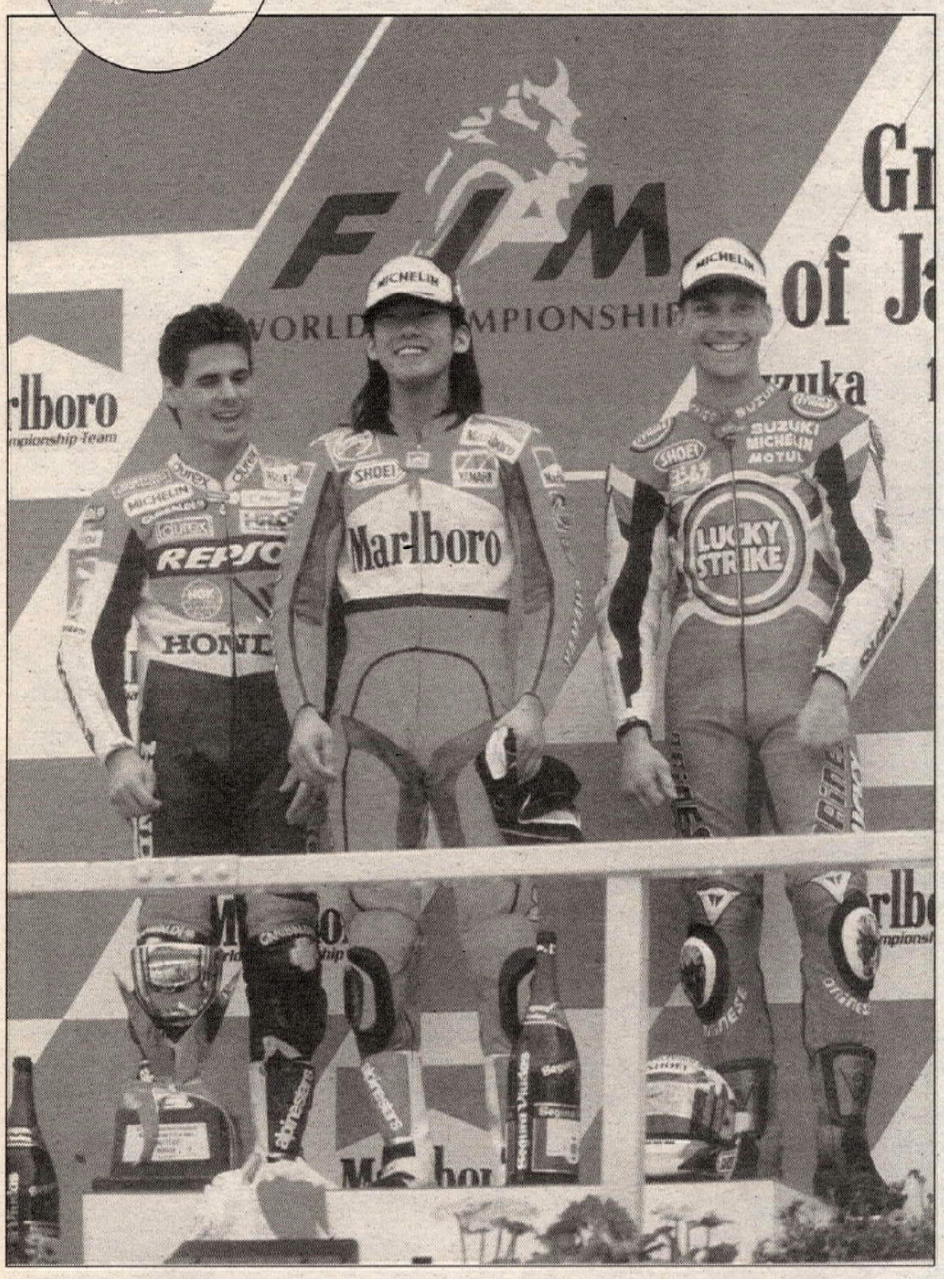
250cc GRAND PRIX

Biaggi's win left the Italian rider dancing for joy. "This was a very special victory," he said. "We fixed the chatter problem we had in practice, and I could go faster quite easily. I have given Aprilia two world titles, one manufacturers' title, and now their first 250 win in Japan. I think we have done quite a good job this weekend."

Biaggi started strongly, tailing Numata's Suzuki in the V-twin's only GP of the year, sniffing first one side and then the other before moving cleanly past on lap four and drawing inexorably away.

By then, the threat of Harada had been violently terminated. The pole qualifier had gotten away in fifth, but moved quickly past the Hondas of Tohru Ukawa and Olivier Jacque to take up the pursuit. But he was trying too hard on his new Michelins at a track where the left-hand side of the tire needs time to get warm. As he heeled over left

Round 3: Japanese Grand Prix



Abe (center) shares the 500cc podium with Criville (left) and Russell (right).

for the uphill Dunlop Curve, the bike stepped sideways and threw him over the high side. He slammed into the air fence, lucky to escape with only a small fracture in his right hand.

Numata tried everything to stay with them, the All-Japan Champion prepared for every risk in his one chance to make an impression for himself and his Suzuki. "I really want to go GP racing next year," he said. He couldn't match Biaggi's pace, but easily outstripped a fierce four-bike battle for third.

Jacque, Ukawa, wild card Daijiro Kato and regular Nobuatso Aoki were trading blows and places for almost the whole race. By the last lap, Aoki had lost touch, but the other three were hard at it.

Jacque tried too hard, giving Kato his chance at home rostrum glory, but managing to get back in front of Ukawa over the line, the trio covered by just over half-a-second.

Yamaha wild card Kensuke Haga had been with the group in the early stages, but dropped back to hang on to seventh in a rather processional race where Europeans were hard pressed to stay with the locals.

Ralf Waldmann was eighth, best of the rest, and counting himself lucky to finish after choosing too soft a rear tire. "It was almost in pieces by the finish," the HB Honda rider said.

Then came MX Onda Honda rider Luis d'Antin, who'd been battling with Elf-Chesterfield Honda man Jean-Philippe Ruggia all race long, finally prevailing by just over a tenth of a second.

Private Honda rider Takeshi Tsujimura led the next group of six over the line, the closest battle of the race. Works Honda rider Jurgen Fuchs came next, then Osamo Miyazaki, the Hondas of Regis Laconi and Yasumasa Hatakeyama and Sebastian Porco's Aprilia, the Argentinean privateer missing a title point by just one-tenth of a second.

Jurgen van den Goorbergh had decided on the soft rear tire, and was in a strong 12th and starting to battle with Yamaha-mounted wild card Koiji Nanba when it all went wrong.

"Everything was perfect, and I was hoping to get to the top 10," van den Goorbergh said. "Then I felt the motor tighten up, and I had to back off to try and nurse it to the finish. On the next lap, it seized at the end of the straight. We still don't know why." But with his nearest privateer IRTA cup rival Luca Boscoscuro also failing to score, he retained his slender lead in the privateer points.

125cc GRAND PRIX

Tokudome led the early laps after disposing of fast-starter Peter Oettl, whose rapid Aprilia lasted just eight laps before losing compression. Then his 1.5-second lead was slashed to nothing in two laps as a flying Kazuto Sakata and his Aprilia scythed through a massive group in a desperate bid for glory, then pulled them with him in a desperate bid for glory. Sakata slashed a massive 1.75 seconds off his own lap record, but he'd pushed his Krona Aprilia too hard, and he too rattled to a heartbroken stop.

Then defending World Champion Harachuki Aoki showed his brilliant tactics by emerging from the group to lead for the first time on the 17th of the 18 laps.

Inches behind him, Akira Saitoh and Malaysian GP winner Stefano Perugini touched in the first corner of the last lap, with the Japanese rider batted off to crash in the gravel trap.

The group had dropped from 10-strong to just four as they braked for the chicane, Aoki in front. But he was too fast, running wide and taking Ueda with him into the dirt. Perugini slammed on the brakes behind them, only to slide and high-side out, while Tokudome was free to win at his leisure. "Aoki doesn't usually make mistakes, so I feel lucky to win. And very proud," he said.

Aoki recovered to hang on to second,

Rookie fever

The Suzuka front row broke the mold. Not only were there four different types of motorcycle up front, but three out of four riders were class rookies, one of them preparing for his first-ever Grand Prix start. And defending World Champion Michael Doohan was off the front row for the first time in 30 races.

Pole went to soft-spoken Spaniard Alex Criville, who admitted he'd done the time while following Doohan. "My bike is also going very fast," he said; his hand injury from Malaysia now almost fully healed. "But tomorrow I do not expect to be able to lead too easily."

Quite so, considering the closeness again of times in this strong 500cc year - eight riders within the same second, the others not much adrift at a long circuit with a lap time of more than two minutes.

There were two distinct phases of practice - day one, in the streaming wet, when returned injury victim Daryl Beattie claimed fastest time, rather to his surprise, displacing longtime session leader Jean-Michel Bayle, and there were more accidents than you could shake a stick at. In all three classes, 32 people fell down - eight in the 500cc class, including Scott Russell, Carles Checa, Alberto Puig, Norifumi Abe, Loris Capirossi and Takumi Aoki.

There were many surprises. One sensation of both the wet and dry sessions was Doriano Romboni on the Aprilia, his second-fastest time the best-ever grid position for the 410cc V-twin. "There are two long straights here and I am slower than the V-fours," he said. "But on the mixed parts of the circuit I gain more time than I lose on the straights." Since the straights are at the end of the lap, there was a question about whether he could retain any lead he'd gained earlier on. "The Honda and Suzuki are too fast, but I can stay in the slipstream of the Yamaha," he said. "In any case, I am very much faster into the fast left-hander at the end of the main straight."

Third went to another 1995 250cc rider Bayle, in only his third 500cc class GP and another hero of both days. The Yamaha rider was surprised, but icy-calm. "There was no magic," Bayle said. "I'm getting to know the team better, and they are starting to understand exactly what I need." He also had followed Doohan in the morning session. "You are sure to learn something if you do that." The 250cc-class nearly man is clearly a 500cc-class natural, but denied that his motocross experience was worth anything. "Even with the wheelspin and steering with the rear, it is so different riding a bike on tarmac compared with the dirt," he insisted.

The final front-row position went to 21-year-old All-Japan superbike rider Katsuaki Fujiwara, a wild card for the race. It was a mighty impressive showing for the man who took over Beattie's bike in Malaysia, only to crash for the same reason, a high-speed seize. He usually rides a Suzuki factory superbike, and though he was adapting well, he admitted he was physically tired. "It's so fast, it's like trying to tame a wild horse," he said.

There was another significance to all this. Only two bikes in the 500cc class had Dunlop tires - Romboni and Fujiwara. Both were on the front row.

With second wild card (and last year's rostrum finisher) Takumi Aoki fifth, and Capirossi sixth, picking up speed throughout the second day, Doohan ended up an angry seventh. He'd also inadvertently shown Aoki the fast lines. "I'm like a tow-truck out there," he said, after being balked at his last attempt at a fast time at the end of the session, and amusing TV watchers by waiting for Aoki to make obscene hand-gestures to him, suggesting an excess of self-abuse. "Why does everybody follow me?" he fumed. "You never win races by following other people."

Tadayuki Okada was eighth, close but lower than expected, after topping the table early in the final session. He'd had trouble both with suspension and transmission. "Better today than tomorrow. I think I can be on the podium," he said, adding: "The Honda is faster than Romboni's Aprilia, but he has improved a lot."

Points leader Alex Barros led row three, unworried because his times had been consistent "and a lot of faster people just did one fast lap." Then came Russell, disappointed not to be higher at the track where he'd hoped to meet his always-high targets, and looking wistfully across the Suzuki pit at Fujiwara's Dunlops, his personal tires of choice. "The Michelins have such a lot of grip, and I can't slide the bike like I want to," he said.

Then came Abe, picking up in the final session; and Luca Cadalora, very dour, and stricken with front-end problems. "We can't find a good base setting, but we have some more things to try tomorrow." He was expected to be a real threat here - his 1994 pole position time remains the fastest-ever lap at Suzuka.

Kenny Roberts Jr. was impressive in his first-ever 500 race, leading row four from Itoh's V-twin, top privateer Arakaki, and an off-form Checa. Beattie was way down in 17th, leading row five, but confident of improving after failing to find a clear track when he tried for his fast time. There were 28 qualifiers in all.

The weather was especially crucial for 250cc pole qualifier Tetsuya Harada. He moved firmly to the top in the dry, but was last in the wet, blaming wet-weather Michelins that just didn't do the job in the cold temperatures. His Yamaha was 6 mph down on Max Biaggi's Aprilia, but once the track was warm enough for his tires to grip, he was able to say: "The Yamaha's main advantage is in the chassis, but I am not happy with the settings. The bike does not feel comfortable."

He expected a close race, and rightly so, with Biaggi less than one-hundredth slower, and balked on his last lap when he might easily have claimed pole. "I still have some chassis problems. The front wheel is chattering badly."

Third went to the best of the usual hot lot of wild cards; lone Suzuki rider Noriyasu Numata, who had been fastest in the wet also until displaced in the closing minutes by a wild-riding Jean-Philippe Ruggia. Numata is defending All-Japan champion, but said, "My aim is to GP racing next year, so I will risk everything for a good result."

The extra speed of the top three meant that times were much more widely spread than in the 500cc class, although the remaining grid positions were closely contested, with fourth to 14th places covered by a one-second difference. Oliver Jacque got the last front-row position, top Honda and almost three-quarters of a second down on Harada, and rather surprised to be there in only his second visit to the track, much of which time was in streaming wet conditions.

"The front end is very nervous and the power is more vicious than I would like," Jacque said. "I'm worried about the race because the instability gets worse as the tires wear."

The usual pack of fast Japanese riders (four Wild Card entries here) were among the regulars. Daijiro Kato on a Honda narrowly led row two from fellow wild card Kyoji Nanba, Yamaha's 500-class test rider for once on a YZR250. Then came Ralf Waldmann, prevented from moving ahead by electronic problems that spoiled his final session, and GP rookie Tohru Ukawa was next.

with Ueda third, while Perugini remounted to finish 12th.

With Emilio Alzamora crashing out of the front group with 11 laps remaining and veteran Jorge Martinez dropping back from third with overheating problems, this left fourth to Tomomi Manako, with Manfred Geissler narrowly leading the rest of the pack across the line for fifth. CN

Suzuka Circuit
Suzuka City, Japan
Results: April 21, 1996 (Round 3 of 15)

125cc QUALIFYING: 1. Noboru Ueda (2:17.788); 2. Haruchika Aoki (2:17.864); 3. Masaki Tokudome (2:17.990); 4. Kazuto Sakata (2:18.426); 5. Akira Saito (2:18.635); 6. Jorge Martinez (2:19.191); 7. Masao Uzama (2:19.263); 8. Peter Oettl (2:19.336); 9. Lucio Cecchinello (2:19.364); 10. Valentino Rossi ((2:19.695); 11. Emilio Alzamora (2:19.921); 12. Stefano Perugini (2:19.990); 13. Garry McCoy (2:20.290); 14. K. Takao (2:20.376); 15. Y. Katoh (2:20.456); 16. S. Sugaya (2:20.508); 17. Manfred Geissler (2:20.584); 18. Darren Barton (2:20.584); 19. S. Ibaraki (2:20.636); 20. Jaroslav Hules (2:21.042); 21. Andrea Ballerini (2:21.114); 22. K. Ohashi (2:21.114); 23. Dirk Raudies (2:21.914); 24. Tomomi Manako (2:21.412); 25. P. Tessari (2:21.898); 26. Youishi Ui (2:21.431); 27. Josep Sarda (2:22.618); 28. Ivan Goi (2:24.232); 29. Stefano Cruciani (2:24.280); 31. Frederic Petit (2:24.328); 32. M. Ono.

250cc QUALIFYING: 1. Tetsuya Harada (2:10.676); 2. Max Biaggi (2:10.685); 3. Noriyasu Numata (2:10.795); 4. Olivier Jacque (2:11.403); 5. Daijiro Kato (2:11.446); 6. Kyoji Namba (2:11.482); 7. Ralf Waldmann (2:11.509); 8. Tohru Ukawa (2:11.818); 9. Noboatsu Aoki (2:11.928); 10. Kensuke Haga (2:11.948); 11. Yasuamasa Hatakeyama (2:11.948); 12. Jurgen van den Goorbergh (2:12.098); 13. Jean Philippe Ruggia (2:12.102); 14. Eskil Suter (2:12.158); 15. Luis d'Antin (2:12.777); 16. Jurgen Fuchs (2:13.042); 17. Takeshi Tsujimura (2:13.053); 18. Roberto Locatelli (2:13.057); 19. Osamu Miyazaki (2:13.513); 20. Jamie Robinson (2:13.664); 21. Regis Laconi (2:13.722); 22. Sete Gibernau (2:14.101); 23. Luca Boscoscuro (2:14.248); 24. Sebastian Porco (2:14.404); 25. Massimo Ottobre (2:14.476); 26. Davide Bulega (2:14.949); 27. Jose Luis Cardoso (2:15.133); 28. Cristiano Migliorati (2;15.138); 29. Christian Boudinot (2:15.548); 30. Christophe Cogan (2:16.235); 31. Gianluigi Scalvini (2:16.518); 32. Oliver Pettruciani (2:16.877); 33. Jose Barresi (2:21.304).

500cc QUALIFYING: 1. Alex Criville (2:08.652); 2. Doriano Romboni (2:08.753); 3. Jean-Michel Bayle (2:08.922); 4. Katsuaki Fujiwara ((2:09.130); 5. Takumi Aoki (2:09.169); 6. Loris Capirossi (2:09.223); 7. Mick Doohan (2:09.276); 8. Tadayuki Okada (2:09.353); 9. Alex Barros (2:09.725); 10. Scott Russell (2:10.072); 11. Norifumi Abe (2:10.186); 12. Luca Cadalora (2:10.354); 13. Kenny Roberts Jr. (2:10.503); 14. Shinichi Itoh (2:10.715); 15. Toshi Arakaki (2:10.912); 16. Carles Checa (2:11.258); 17. Daryl Beattie (2:11.291); 18. Juan Borja (2:11.449); 19. Alberto Puig (2:11.471); 20. Lucio Pedercini (2:12.057); 21. Frederic Protat (2:14.027); 22. Jeremy McWilliams (2:14.378); 23. Adrian Bosshard (2:14.380); 24. Jean Pierre Jeandat (2:14.965); 25. Laurent Naveau (2:15.398); 26. James Haydon (2:15.793); 27. Sean Emmett (2:16.066); 28. Eugene McManus (2:17.496).

125cc GRAND PRIX: 1. Masaki Tokudome (Apr); 2. Haruchika Aoki (Hon); 3. Noboru Ueda (Hon); 4. Tomomi Manako (Hon); 5. Manfred Geissler (Apr); 6. Masao Uzama (Hon); 7. Lucio Cecchinello (Hon); 8. Jorge Martinez (Apr); 9. Darren Barton (Apr); 10. S. Ibaraki (Yam); 11. Valentino Rossi (Apr); 12. Stefano Perugini (Apr); 13. P. Tessari (Hon); 14. Jaroslav Hules (Hon); 15. S. Sugaya (Hon); 16. Josep Sarda (Hon); 17. Andrea Ballerini (Apr); 18. Stefano Cruciani (Apr); 19. Ivan Goi (Hon); 20. Frdereic Petit (Hon); 21. M. Ono (Hon); 22. Akira Saito (Hon); 23. Kazuto Sakata (Apr); 24. Peter Oettl (Apr); 25. K. Takao (Hon); 26. Garry McCoy (Apr); 27. Emilio Alzamora (Hon); 28. Gabrielle Debbia (Yam); 29. Dirk Raudies (Hon); 30. Youishi Ui (Yam); 31. K. Ohashi (Hon); 32. Yoshiaki Katoh (Yam).
Time: 41 minutes, 44.002 seconds.
Distance: 18 laps, 65.59 miles.
Average speed: 94.298 mph.
Margin of victory: 1.23 seconds.
Fastest Lap: Kazuto Sakata, 2:17.055, Lap 8

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Noriyasu Numata (Suz); 3. Daijiro Kato (Hon); 4. Olivier Jacque (Hon); 5. Tohru Ukawa (Hon); 6. Noboatsu Aoki (Hon); 7. Kensuke Haga (Yam); 8. Ralf Waldmann (Hon); 9. Luis D'Antin (Hon); 10. Jean-Philippe Ruggia (Hon); 11. Takeshi Tsujuimura (Hon); 12. Jurgen Fuchs (Hon); 13. Osamu Miyazaki (Apr); 14. Regis Laconi (Hon); 15. Tasumasa Hatakeyama (Hon); 16. Sebastian Porco (Apr); 17. Kyoji Namba (Yam); 18. Roberto Locatelli (Apr); 19. Eskil Suter (Apr); 20. Sete Gibernau (Hon): 21. Luca Boscoscuro (Apr); 22. Jamie Robinson (Apr); 23. Jose Luis Cardoso (Apr); 24. Oliver Petrucciani (Apr); 25. Christophe Cogan (Hon); 26. Jurgen van den Goorbergh (Hon); 27. Massimo Ottobre (Apr); 28. Cristiano Miglioriati (Hon); 29. Gianluigi Scalvini (Hon); 30. Davide Bulega (Apr); 31. Christian Boudinot (Apr); 32. Tetsuya Harada (Yam); 33. Jose Barresi (Yam).
Time: 41 minutes, 36.486 seconds.
Distance: 19 laps, 69.24 miles.
Margin of victory: 13.560 seconds.
Average speed: 99.837 mph
Fastest Lap: Max Biaggi, 2:10.492, Lap 11

500cc GRAND PRIX: 1. Norifumi Abe (Yam); 2. Alex Criville (Hon); 3. Scott Russell (Suz); 4. Tadayuki Okada (Hon); 5. Daryl Beattie (Suz); 6. Mick Doohan (Yam); 7. Doriano Romboni (Apr); 8. Jean-Michel Bayle (Yam); 9. Alberto Puig (Hon); 10. Carles Checa (Hon); 11. Shinichi Itoh (Hon); 12. Kenny Roberts Jr. (Yam); 13. Jeremy McWilliams (Yam); 14. Toshi Arakaki (Yam); 15. James Haydon (Yam); 16. Eugene McManus (Yam); 17. Sean Emmett (Yam); 18. Juan Borja (Elf); 19. Takuma Aoki (Hon); 20. Adrien Bosshard (Elf); 21. Katsuaki Fujiwara (Suz); 22. Alex Barros (Hon); 23. Loris Capirossi (Hon); 24. Laurent Naveau (Yam); 25. Luca Cadalora (Hon); 26. Jean Pierre Jeandat (Pat); 27. Frederic Protat (Yam).
Time: 45 minutes, 34.590 seconds.
Distance: 21 laps, 76.52 miles.
Margin of victory: 6.496 seconds.
Average speed: 100.738 mph.
Fastest Lap: Norifumi Abe, 2:09.089, Lap 14.

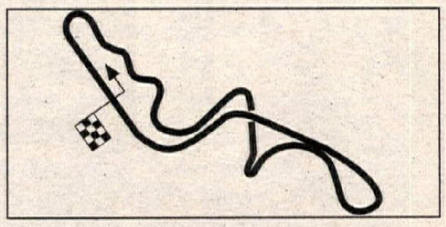
125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 15 races): 1. Masaki Tokudome (63/2 wins); 2. Haruchika Aoki (60); 3. Stefano Perugini (37/1); 4. Noboru Ueda (33); 5. Peter Oettl (32); 6. Tomomi Manako (31); 7. Valentino Rossi (20); 8. Jorge Martinez (19); 9. Akira Saito (15); 10. (TIE) Dirk Raudies/Lucio Cecchinello (13); 12. (TIE) Emilio Alzamora/Manfred Geissler (11); 14. Masao Azuma (10); 15. Andrea Ballerini (9); 16. Kazuto Sakata (8); 17. Darren Barton (7); 18. (TIE) S. Ibaraki/Frederic Petit (6); 20. (TIE) Garry McCoy/P. Tessari/Jaroslav Hules (4).

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 15 races): 1. Max Biaggi (70/2 wins); 2. Tetsuya Harada (45/1); 3. Luis d'Antin (36); 4. Olivier Jacque (34); 5. Noboatsu Aoki (31); 6. Ralf Waldmann (24); 7. (TIE) Jean Philippe/Ruggia Fuchs (23); 9. (TIE) Noriyasu Numata/Tohru Ukawa (20); 11. Daijiro Kato (16); 12. Jurgen van den Goorbergh (12); 13. Lucio Boscoscuro (10); 14. (TIE) Katsuake Haga/Takeshi Tsujimura (9); 16. Sebastian Porco (7); 17. Roberto Locatelli (6); 18. (TIE) Jamie Robinson/Eskil Suter (5); 20. (TIE) Davide Bulega/Osamu Miyazaki (4).

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 15 races): 1. Mick Doohan (46/1 win); 2. (TIE) Norifumi Abe/Alex Barros (40); 4. Scott Russell (38); 5. Luca Cadalora (35); 6. (TIE) Alex Criville/Carles Checa (33); 8. Jean-Michel Bayle (26); 9. Alberto Puig (22); 10. Loris Capirossi (16); 11. Doriano Romboni (14); 12. Tadayuki Okada (13); 13. Daryl Beattie (11); 14. (TIE) Frederic Protat/Jeremy McWilliams (9); 16. Shinichi Itoh (8); 17. (TIE) Juan Borja/Sean Emmett (6); 19. (TIE) Lucio Pedercini/Kenny Roberts Jr. (4).

Upcoming rounds:
Round 4 - Jerez, Spain, May 12
Round 5 - Mugello, Italy, May 26

Max Biaggi had it all his way in the 250cc Grand Prix, especially after his main rival Tetsuya Harada went out with a crash.



Briefly...

Will **Michael Doohan** switch to a V-twin for Jerez? The Spanish circuit, venue for the first European GP, is one place where the new lightweight is expected to excel, and the rumor mill at Suzuka said that the defending World Champion had requested one, only for HRC to turn him down. "First I've heard of it," Doohan said. "Obviously, if the thing turns out to be the way to go I might ask for one later in the season, but it'd be throwing caution to the wind now. At least my V-four is fairly reliable." The V-twin showed well in the first two races, but while Shinichi Itoh finished 13th in Sentul, Okada crashed in the first round and broke down in the second. Suguru Kanazawa, HRC managing director, also poured cold water on the suggestion. "It would be very difficult," Kanazawa said. "Our priority is to develop the V-twin for sale in 1997. We have only four bikes, two each for our development riders Okada and Itoh. Perhaps later in the season we might have more bikes that we could give to other riders if they wanted them, but there has been no request from Doohan."

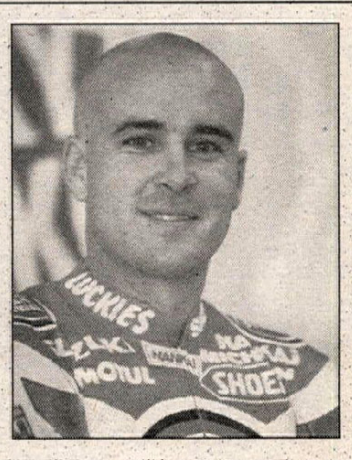
Mick Doohan's second-row qualifying position brought to an end a run of front-row starts that was already in the record books. Doohan has been in the top four for the last 29 GPs. The record-holder in the modern (post-four-stroke) racing era is **Eddie Lawson**, with 47 front-row starts.

The **future direction of GP racing** from 1997 onward became no clearer at Suzuka, with the waters muddied still further by an announcement from the FIM of a new accord between them and the manufacturers' association, the GPMA. The announcement followed a meeting on April 15 in Switzerland between new FIM president Francesco Zerbi and representatives of the GPMA, and stated that the FIM and the GPMA has "set up the basis for a global agreement... establishing the basis for a new era in the relationship between the FIM and the manufacturers." The vague wording concealed powerful political implications, with the federation and the GPMA establishing a third power base in the struggle for the future of racing. At present, teams' association IRTA has broken the mold by signing an agreement with sports marketing organization ISL for next year, turning their back on Dorna. But Dorna already has contracts in place with the FIM concerning all GP rights, and it appears that IRTA has sold something they do not possess. The only peaceful solution would be for ISL to buy Dorna, thereby acquiring the GP rights. But the change of presidency at the FIM throws everything into doubt. One clause in the contracts between Dorna and the FIM gives the federation the right to revoke the deal if they do not agree with any sale of Dorna. Zerbi - elected last year - has publicly stated his intention of regaining control of the GPs. "The trouble with IRTA," he said at Suzuka, "is that if you give them your hand to shake, they take your whole arm."

The quote of the weekend came from an IRTA meeting on Thursday, where president **Michel Metraux** assured delegates that he had Zerbi's word that the future relations with IRTA would be all right, and that he trusted him absolutely. "In that case, you must be the sort of person who would get Michael Jackson to baby-sit your kids," said Roberts.

Aprilia boss Carlo Pernat was forced to revise his bonus scheme at Suzuka, with new 500cc-class rider **Doriano Romboni** beginning to show really well on the undersized, lightweight V-twin. Pernat already had $15,000 on the table for Biaggi for a Japanese GP win, and $5000 for 125 rider Stefano Perugini. Two days into the Suzuka meeting, questioned by journalists, he said, "I think it is a good idea that Romboni should have $10,000 if he finishes on the rostrum." It would have been the bike's best-ever finish after two development years.

Daryl Beattie came back to Suzuka with a clean bill of health after doctors in Australia and in Japan declared the middle-ear problem that had been affecting his balance was now cured. "I'm feeling fine, and back home I flew my light aircraft and my helicopter," said the Lucky Strike Suzuki rider. "But this is the first time I've been on a motorcycle since crashing a week before the Malaysian GP. It's going all right, but I have to get back to feeling comfortable on the bike. It's a bit like the feeling you have after the Christmas break. Usually, you can count on most riders having one or two non-finishes in a season. I've used up my allocation already. I need wins now to catch up, but I also need to finish every race, so I can't afford to risk anything. The Australian sported a new hairstyle - or rather no-hair style, with a shaved scalp altering his appearance to the extent that paddock officials, failing to recognize him, frequently checked to see that he had a pit pass. Had he lost a bet? Had the hairdresser misunderstood his instructions? No, it was deliberate, he insisted. "I got bored sitting around at home, so I thought I'd try something different," he said. "It hasn't made my helmet too lose. It seems to sort of Velcro it into place."



Suzuki hope to return to the 250cc class in 1997, after winning the All-Japan 250cc title in 1995 and leading so far in 1996. Rider **Noriyasu Numata** was a wild card entry at Suzuka, riding the only Suzuki in the 250cc class, and qualified on the front row of the grid after being fastest for almost all of the previous day's wet session. "Although I have to defend my All-Japan title this year, my main aim is to go GP racing next year, and I will go all out to show what I am capable of and what the Suzuki can do," he said. "It's a disadvantage not to have a Suzuki racing internationally, because we cannot develop the machine in comparison with world-level competition." Suzuki technical director Yukio Nakamura confirmed they hoped to return to GP racing in 1997. "The only reason we are not there now is budget," he said. At home, Numata carries the coveted Lucky Strike backing, but the buck stops in Japan, with no further funds available for a GP campaign. The machine was last seen in GP racing in 1993, where it became famous as the innocent victim of erstwhile rider John Kocinski's rage at Assen. After breaking the lap record but losing the race to eventual champion Harada, Kocinski reportedly destroyed the bike's motor on the slow-down lap on purpose. It was his last ride with the team. The Suzuki is a class-standard, single-crankshaft V-twin, the major change since its GP years being a change from oversquare to square cylinder dimensions, mirroring a similar change in the V-four 500s.

Practice in Suzuka was a great day for **Dunlop**, which has lost all its major 500cc-class V-four contracts to Michelin following the defection of Team Roberts and Team Rainey. There were only two 500s fitted with Dunlops - Doriano Romboni's sole V-twin Aprilia and the Lucky Strike Suzuki of wild card Katsuaki Fujiwara. Both qualified on the front row of the grid. Dunlops had also shown well in the previous day's wet practice, leading the 250cc class. In the dry, they split the front row equally with Michelin.

Romboni's **special-size tires** relied on production-car racing for a brand-new wet-weather compound that put him second-fastest in the first day's soaking wet session. "We have a new size of rear tire - 175 against the ex-250 165, with a very different profile," said Dunlop racing chief Jeremy Ferguson. The new wet compound was developed with the Audi touring-car team. "They have the facilities for wet-testing on flooded tracks. This is the first chance we've had to try it on a bike," he added.

A curious **technical shift** has come full circle in 1996, with all the Japanese manufacturers now conforming to "square" cylinder dimensions of 54 x 54mm. These have been Honda's choice for their 125cc cylinders (for 125 singles, 250 twins and 500 fours) for many years, while both Yamaha and Suzuki have recently favored an oversquare 56 x 50.6mm size. Suzuki switched both its V-four and its V-twin 250 to square dimensions last year; while Yamaha changed first its YZR250 (for Harada at Barcelona last year), with this year's 500s following suit. There is no simple explanation for the advantages of this layout, because so many other variables are involved, including port size, shape and disposition and connecting-rod length.

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Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II ® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

To complement the bike's superbly engineered versatility is a comfortable seat that leaves the rider with an agile seating position which is comfortable enough for long cruises and easy two-up riding. Combine this with a fuel tank sufficient for long-range cruising and a low-profile slotted wind screen for wind protection and style, a rider can go a long way on the SECA II.

In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.

The 1996 Seca II; Motorcycling Versatility

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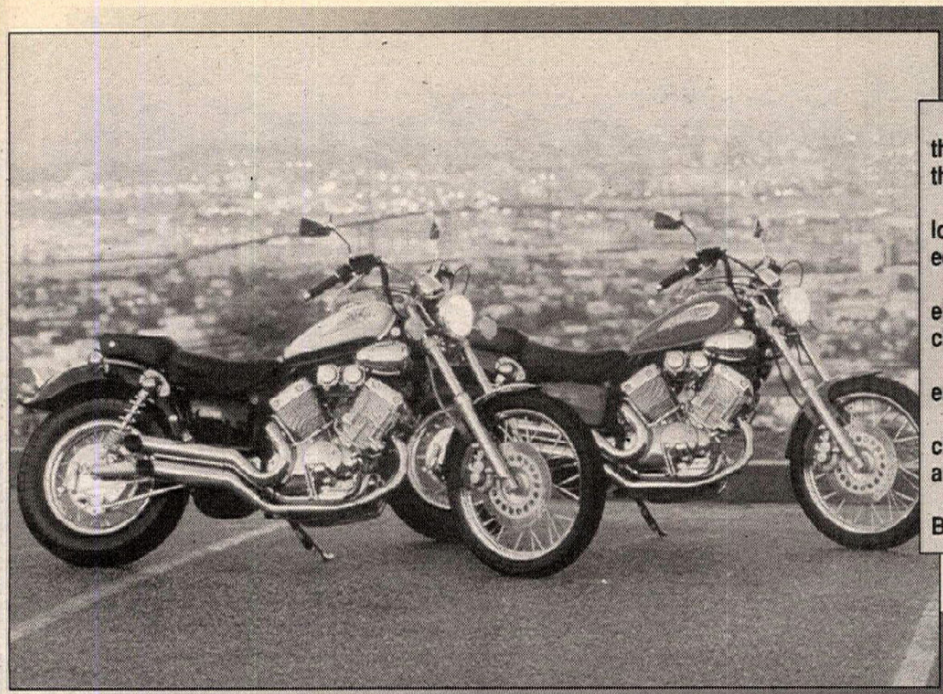


The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is there the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-put front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

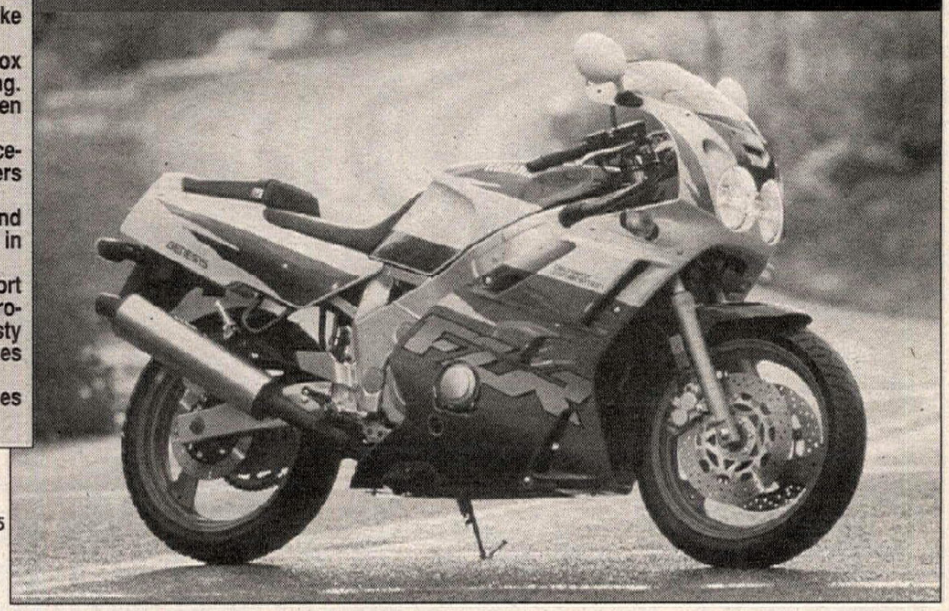
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



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Las Vegas Speedway

Buckelew blows 'em away

By Tony Alessi

LAS VEGAS, NV, APR. 13-14

Team Yamaha's Justin Buckelew seem to have filled the void left by former Mini sensation Ricky Carmichael after capturing three class championships at the 25th Annual NMA World Mini Grand Prix held north of Las Vegas near Nellis Air Force base.

Buckelew swept all four motos in the Stock and Modified (14-16) divisions in his first National as a 14-year-old. "I turned 14 in December which is good for this race and Ponca," Buckelew said. "But Loretta's is in the process of changing the age cutoff to January, so I will have to race riders a year older there."

Buckelew also won the Supermini event, which pits racers from various age groups on almost unlimited equipment and is the best test in proving who really is the fastest of all the Mini racers - at least at this race.

Buckelew joined nearly 1600 other entrants who made the journey from 41 different states and four countries to take part in a time-honored tradition which has been in existence for a quarter of a century. This year's course was much more motorcycle-friendly than last year's wheel-breaking track. "We reshaped the jumps this year," said NMA president Ron Henrickson. "We also added thousands of tons of new dirt together; we made a course that was not as tough on the machines."

Only two broken wheels were reported this year when two Super Pee Wees came up short while trying to clear the triple jump. The weather saw warm, sunny conditions during the weekend, while Friday's race left racers sandblasted after winds in excess of 50 mph kicked up late in the day.

Travis Elliott posted the first Supermini moto victory on his Team Green-backed Kawasaki, while Buckelew worked up to second. "I just wasn't riding like myself in that one," Buckelew said.

Team Green's Billy Payne finished a respectable third in his first National in almost two years. "I broke my leg twice, then my ankle, then I tore ligaments, so I kept missing all of these big races."

Payne looked right at home among the leaders and finished in front of Chase Reed and Team Honda's Brian McGavran. Heavy favorite Travis Pastrana had a crash-filled race which he later blamed on being overly aggressive. He finished a disappointing sixth.

The second moto saw Buckelew and his Dean Dickensian R&D Racing

(Top) Justin Buckelew (58), leads Travis Elliott (11), Sean Hamblin (26), Billy Payne (95) and Chris Rogers (60) at the start of the Supermini race at the Las Vegas World Mini Grand Prix.
(Above) Winner Chris Wheeler (586) and Rusty Holland (71) mix it up in the 125cc Stock Pro class. Holland won both the 125 and 250cc Modified classes.
(Left) Oscar Valdez (61) and Jiri Dostal (21) had a good battle in the 125cc Modified Intermediate class. Dostal came out on top.

(Left) Maxwell Pope (74) and Tanner Langham (51) got together in the 50cc Stock (4-6) class.
(Below left) Justin Buckelew was the big Minicycle winner at the World Mini GP, capturing three class titles.
(Below) Shane Bess rode to victory in the 80cc Stock (9-11) division.

Engine-prepared Yamaha out front and flying. But what Buckelew was not prepared for was the speed of Pastrana, who was determined to make up for a poor first moto.

Pastrana almost took out Buckelew as he passed him near the end of the race. "I jumped and landed on his front tire," Pastrana said.

"I saw his front tire and I just let him have it," Buckelew said. "I'm here to win the war, not the battle."

When the dust settled, Buckelew had indeed won the war with a 2-2 finish, which topped Paynes' 3-3, Pastrana's 6-1, McGavran's 5-7, Rodgers' 9-8 and Elliott's 1-16.

Arguably some of the most intense Mini racing took place during the 80cc (12-13) Stock race. Oklahoma's Johnny Marley and California's Jonathan Shimp each dominated their respective qualifiers, with Marley's lap time an average of about one second a lap faster.

When the main runoff arrived, all eyes were on Shimp's Honda and Marley's Yamaha. When the gate dropped neither rider gave an inch, and they pulled a dual holeshot. Marley gained the advantage by jumping to the bottom of a 7-foot tabletop, but Simp responded by jumping a 60-foot double that Marley did not. "I saw Marley hit the brakes," Shimp said. "So I jumped over his head."

"I didn't jump because I was afraid of breaking wheels," Marley said.

Marley charged passed Shimp a few turns later and gradually pulled away.

Last year's champion Sean Hamblin was charging and closed on Shimp at a rate of about two seconds per lap. "I have been sick all week," Shimp said.

"I just got tired at the end," Hamblin said.

Hamblin saw his chance just after the tabletop and stuck it to Shimp. "I kind of stuffed him," Hamblin said.

Hamblin moved into second and set after Marley, but it was too little too late for Hamblin who finished second in the race. "I just got my cast off my arm a few weeks ago," Hamblin said. I am happy I did this well."

Shimp settled for third, while Ryan Morais, Chase Reed and an injured Daniel Blair rounded out the top six. "I sprained my ankle pretty bad on the first day," Blair said. "I can run their pace injured. Just wait until I'm not."

Marley also returned to win the Modified race on his Clark Jones' Noleen-modified bike. "This kid reminds me of Bradshaw when he was on 80s," said Jones. "He's really confident when he's out front."

Marley topped Hamblin, South African Grant Langston, Daniel Blair and Ryan Morais.

Team Green's Bobby Bonds and Team Suzuki's Shane Bess kept the Yamaha's from sweeping all the Minicycle classes with their split victories in the Stock and Modified 80cc (0-11) age bracket.

Bonds crashed out of his Stock moto and there was word of a possible broken shoulder. After a trip to the hospital the verdict was just a bad bruise.

Bess took his cue and ran off and hid in both the 80cc (0-11) Stock motos to the delight of Team Suzuki's amateur race director Pat Alexander.

Bess, however, was defeated by Bonds after he removed his sling in the 80 (0-11) Modified race later in the day.

Bess finished second overall, while 9-year-old Kyle Partridge from Las Vegas finished third.

James Stewart, Dylan Lord and Jesus Casillas battled for the fourth spot with Stewart getting the nod.

Stewart returned to dominate the 60cc Stock (9-11) division where he defeated up-and-coming Mini racer Kyle Harris, who has been training up in the Northwest.

In the end, it was not clear who was more pleased with Stewart's championship - he or his father.

Seven-year-old KTM support racer Mike Alessi scored his ninth-career National 50cc Championship by winning the 50cc (7-8) Stock division,

Alessi did not win either moto, but a consistent 3-2 finish was enough to earn the title in a field of 42 racers.

Alessi also competed in his first Super Pee Wee (6-9) event and finished second aboard the new KTM SX3. He finished behind the week's most successful Micro racers, Florida's Davi Millsap.

On his Cobra, Millsap posted an awesome four-moto sweep of both Super Pee Wee (6-8) and the Modified (7-8) division.

Millsap also showed impressive speed in the 60cc (6-8) division, where he topped Georgia's Andrew Matusek, Chris Blose, Justin Keeney and Mike Alessi.

Jonathon McCarthy surprised the 50cc (4-6) Stock class with a victory over heavy favorite Cole Seely.

Though Seely put forth a determined effort by challenging McCarthy throughout every inch of each race, in the end a stubborn McCarthy refused to give up the lead and posted a double-moto victory. "We would've been happy with a 10th-place finish here," said Jonathon's dad, Greg, who competed in the 30+ Non-Pro class, finishing sixth.

McCarthy returned in the Modified division later in the day and backed up his Stock-class win with an impressive fourth overall. Georgia's Daniel Lyautey recorded the overall victory after he and Cole Seely collided. Seely retired to the pits with a broken throttle while Lyautey charged home for the championship in front of Buddi Bruner, Maxwell Pope, McCarthy and "Chocolate" Chad Graves. CN

Las Vegas Speedway
Las Vegas, Nevada
Results: April 12-14, 1996

50 P/W STK (0-6): 1. Jonathan McCarthy (LEM); 2. Cole Seely (KTM); 3. Justin Whaler (KTM); 4. Bryce Terzian (KTM); 5. Tanner Langham (KTM).

50 P/W STK (7-8): 1. Mike Alessi (KTM); 2. Ryan Roybal (KTM); 3. Dennis Jonon (KTM); 4. Chris Blose (KTM); 5. Ricky Hemme (Yam).

50 P/W MOD (0-6): 1. Daniel Lyautey (LEM); 2. Buddi Bruner (KTM); 3. Maxwell Pope (LEM); 4. Jonathan McCarthy (LEM); 5. Chad Gores (KTM).

50 P/W MOD (7-8): 1. Davi Millsaps (Cob); 2. Mike Alessi (KTM); 3. Andrew Matusek (LEM); 4. Ricky Hemme (LEM); 5. Vincent Blair (Yam).

JR CYCLE STK (6-8): 1. Davi Millsaps (Kaw); 2. Andrew Matusek (Kaw); 3. Chris Blose (Kaw); 4. Justin Keeney (Kaw); 5. Mike Alessi (Kaw).

JR CYCLE STK (9-11): 1. James Stewart (Kaw); 2. Kyle Harris (Kaw); 3. Nathan Davenport (Kaw); 4. Gareth Swanepool (Kaw); 5. Daryl Ecklund (Kaw).

JR CYCLE MOD (6-11): 1. Jesus Casillas (Kaw); 2. Brandon Layton (Kaw); 3. Jimmy Nelson (Kaw); 4. Sean Collier (Kaw); 5. Tyler Fick (Kaw).

80 STK (12-13): 1. Johnny Marley (Yam); 2. Sean Hamblin (Yam); 3. Jonathan Shimp (Hon); 4. Ryan Morais (Yam); 5. Chase Reed (Kaw).

80 STK (0-11): 1. Shane Bess (Suz); 2. Cole Siebler (Suz); 3. Jesus Casillas (Yam); 4. Garth Swanepool (Kaw); 5. Kyle Partridge (Suz).

80 STK BEG (12-16): 1. Eric Willis (Yam); 2. Shawn Schwanbeck (Yam); 3. Nick Gibson (Suz); 4. Steven Price (Kaw); 5. Jon Rogers (Suz).

80 STK (14-16): 1. Justin Buckelew (Yam); 2. Ivan Tedesco (Kaw); 3. Michael Young (Hon); 4. Travis Elliott (Kaw); 5. Bryan McGavran (Hon).

S/MINI (0-16): 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Travis Pastrana (Suz); 4. Bryan McGavran (Hon); 5. Chris Rogers (Suz).

80 MOD (0-11): 1. Bobby Bonds (Kaw); 2. Shane Bess (Suz); 3. Kyle Partridge (Suz); 4. James Stewart (Kaw); 5. Dylan Lord (Hon).

80 MOD (12-13): 1. Johnny Marley (Yam); 2. Sean Hamblin (Yam); 3. Grant Langston (Kaw); 4. Daniel Blair (Kaw); 5. Ryan Morais (Kaw).

80 MOD (14-16): 1. Justin Buckelew (Yam); 2. Ivan Tedesco (Kaw); 3. Bryan McGavran (Hon); 4. Billy Payne (Kaw); 5. Levi Reid (Yam).

125 STK BEG: 1. Matt Carpenter (Suz); 2. Robert Werchey (Kaw); 3. Mike Miller (Hon); 4. Tim Sweaney (Hon); 5. R.J. Service (Kaw).

125 STK NOV: 1. Mike Corder (Kaw); 2. Dusty Walters (Yam); 3. Michael Lankhaar (Hon); 4. Heath Frazier (Suz); 5. John Sanders (Suz).

125 STK INT: 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Danny Smith (Yam); 4. Brett Racine (Kaw); 5. Tyler Evans (Suz).

125 STK PRO: 1. Chris Wheeler (Suz); 2. Charley Bogard (Suz); 3. Rusty Holland (Kaw); 4. Brock Sellards (Kaw); 5. Ryan Clark (Suz).

125 MOD BEG: 1. Matt Hopkins (Hon); 2. Robert Werschey (Kaw); 3. Matt Carpenter (Suz); 4. Mike Miller (Hon); 5. Brock Krattenbutt (Hon).

125 MOD NOV: 1. Ryan Petty (Kaw); 2. Michael Lankhaar (Hon); 3. Justin Scullen (Suz); 4. Brian Reichel (Suz); 5. John Sanders (Suz).

125 MOD INT: 1. Jiri Dostal (Suz); 2. Danny Smith (Yam); 3. Josh Tarantino (Yam); 4. Brian Sweany (Hon); 5. Shawn Ellis (Yam).

125 MOD PRO: 1. Rusty Holland (Kaw); 2. Brock Sellards (Kaw); 3. Charley Bogard (Suz); 4. Shane Esposito (Suz); 5. Travis Preston (Suz).

125 OPEN NON-PRO: 1. Tyler Evans (Suz); 2. Brett Racine (Kaw); 3. Danny Smith (Yam); 4. Jiri Dostal (Suz); 5. Jacob Martin (Suz).

250 STK NOV: 1. Lance White (Kaw); 2. Bryan Lamborn (Hon); 3. Troy Cardiel (Yam); 4. Phillip Segundo (Hon); 5. Jonathan Schultz (Yam).

250 STK INT: 1. Doug Parsons (Suz); 2. Donovan Mitchell (Yam); 3. Shawn Ellis (Yam); 4. Jeremy Gregoir (Hon); 5. Bryan Sweany (Hon).

250 STK PRO: 1. Rusty Holland (Kaw); 2. Dustin Holland (Kaw); 3. Brock Sellards (Kaw); 4. Charley Bogard (Suz); 5. Shane Esposito (Suz).

250 MOD NOV: 1. Jonathon Schultz (Yam); 2. Lance White (Kaw); 3. Sheldon McVay (Kaw); 4. Lyndon Couch (Yam); 5. Cole Townsend (Hon).

250 MOD INT: 1. Doug Parsons (Suz); 2. Jerry Aleman (Yam); 3. Jason Dempsey (Kaw); 4. Tim Beatty (Yam); 5. George Hammel (Yam).

250 MOD PRO: 1. Dustin Nelson (Kaw); 2. Chris Wheeler (Suz); 3. Charley Bogard (Suz); 4. Shane Esposito (Suz); 5. Billy Binckley (Yam).

30+ NON-PRO: 1. Chet Malito (Yam); 2. Ronnie Brown (Kaw); 3. Joe Weber (Kaw); 4. Tom Bell (Hon); 5. Mike Segunda (Hon).

Round 3: German GP

Bervoets hot in Cauldron Valley

(Left) Marnicq Bervoets paired 1-2 moto finishes to claim the win in the German 250cc GP and put a halt to reigning champion Stefan Everts' win streak.
(Below) American Tallon Vohland charged to the second-moto win ahead of Bervoets. Vohland notched second place overall with a 6-1 performance.

By Alex Hodgkinson

TEUTSCHENTHAL, GERMANY, APR. 14

Suzuki's Marnicq Bervoets ended Stefan Everts' unbeaten run in the World 250cc Motocross Championship Series during the third round at Grosser Preis von Deutschland in Germany to pull himself back to within 11 points of his Honda-mounted fellow Belgian in the standings.

The duo finished 1-2 in the opener, but the defending champion could do no better than 10th in race two while the 26-year-old Bervoets followed home American Tallon Vohland. The Kawasaki team leader holds down third in the series, just four points behind Bervoets.

Icy temperatures and intermittent snowfall in the days leading up to the race could not deter the Teutschenthal organizers from making this, only the second GP to be held in the former East Germany since the fall of the communist regime, a resounding success.

Continuous work on the track with eight earth-moving vehicles kept it in prime condition throughout training and race day when blue skies saw a crowd in excess of 20,000 flock to the "Talkessel" (literally "Cauldron Valley") to witness red-hot racing.

A defective magnetic valve on the compressed-air start-gate mechanism caused a 15-minute delay to the first moto, but the huge crowd soon forgot this inconvenience and the whole valley trembled to the roar as home-country hero Pit Beirer broad-slided round the first turn in front of the pack. The unbounded joy was not to last for long, as Bervoets made his move straight away.

"I wanted to get Beirer quickly," said Bervoets later. "When you are leading your home GP it is so easy to ride over your limits, and I didn't want to risk getting caught up. Once I was clear of him I settled down to my normal race plan of regular lap times for the entire 45 minutes."

Bervoets' lead lasted just 10 minutes before Vohland came past, but the American could not maintain the point for long, either.

"I was the fastest," said Vohland. "I could see that. About a quarter of the way through the race my forearms pumped up. I started making a lot of mistakes and eventually the front wheel washed out in a turn. I got back up fifth. I held off Beirer for a few laps, but I

wasn't riding smoothly and it was wiser to let him go and settle for the (10) points."

"I think Tallon went off too fast," said Bervoets. "I could stay with him once he was in front, and I already had the lead again before he fell."

By the time Vohland fell, Everts, Werner Dewit and Yves Demaria had closed right up on him. Dewit was also to suffer.

"I felt good," said Dewit. "I had come past Bartolini, Beirer and Demaria, but I was committed to the line Tallon fell onto. I lost the train and had to settle for fourth."

Demaria pushed Everts hard for many laps before accepting defeat.

"After those first two disastrous GPs I needed a finish for my confidence, so I backed off on the last two laps," said Demaria.

Everts was not too upset at the end of his victory run.

"I didn't know how I would last physically after my recent sickness," said Everts. "In the end I still felt fresh at the end of that first moto. I only dropped three points."

The champion was less content after finishing 10th in race two, especially after his main title rivals both took full advantage.

"I just didn't gate well," said Everts, "But the dust was a problem in the pack as the sun got lower, and I wasn't feeling so good either."

Bervoets took a clear holeshot, but again Vohland had the speed. This time the American was in charge.

"When I got in front I just concentrated on riding the track and put the other riders out of my mind," Vohland said. "I think I let them get to me in the first race and that's why I tensed up. That win was important. There's not much in the points, and now I can go to the next races knowing I am the fastest."

Bervoets was retrospective.

"I wasn't worried when Tallon came past again," said Bervoets. "I made the mistake of thinking he would fade again like in the first moto, however, and didn't push him too hard at first. When I realized he was not going to start making mistakes, I started a charge, but I made a mistake myself. I was only down for a couple of seconds, but he was gone, and I just had to accept second in the moto and the GP win."

Dewit was again impressive for third.

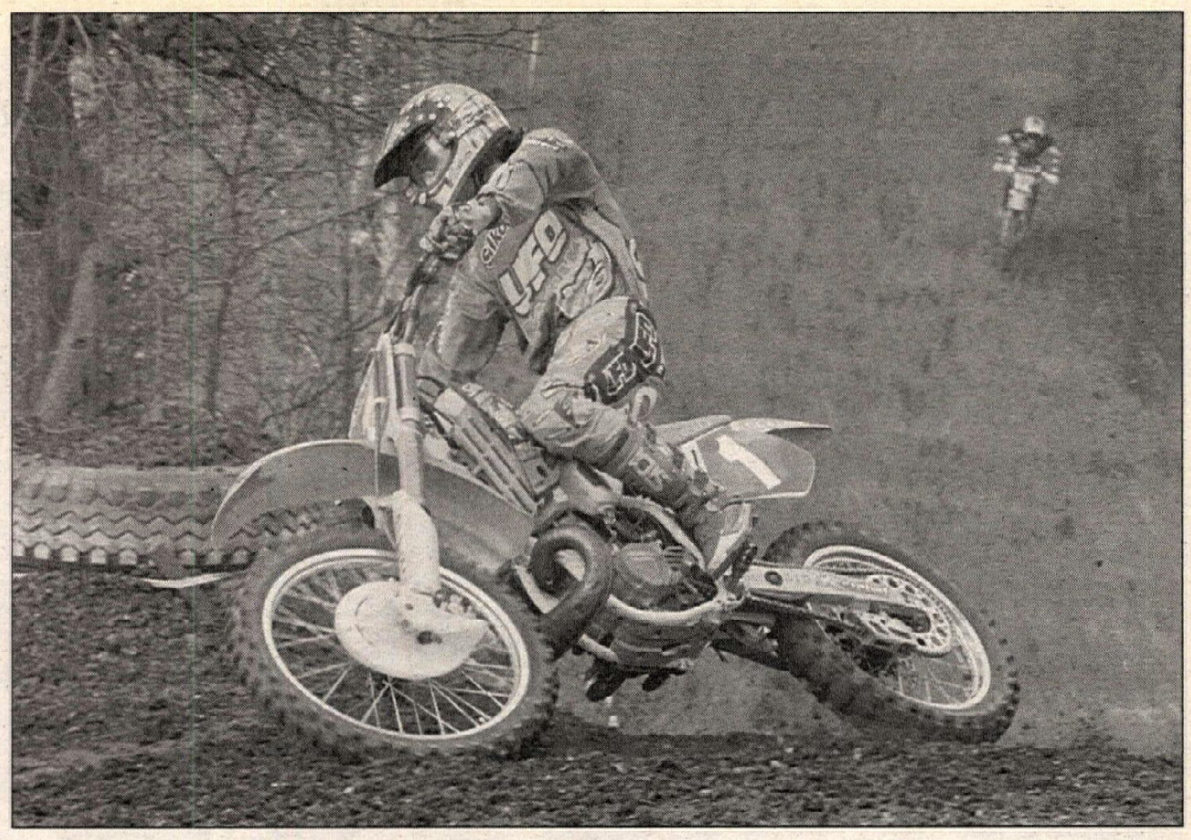
"I caught up to Marnicq at one point, but it is always more difficult to attack your teammate forcefully and I settled into a speed," said Dewit. "It was difficult to pick it up again when Herring started to close near the end."

Rob Herring, so long the enigma of the GPs but so often injured in recent years, was happy with fourth.

"It's a long time since I was that near the front," said Herring. "I might have had third, but Dewit is a crafty rider. I decided to settle for fourth after making a mistake over a tabletop two laps from the end."

Beirer was again in the top six but had to admit that his home GP had not gone as well as he had hoped.

"My team didn't put me under pressure, but I was too anxious to do really well here today," said Beirer. "I started making little mistakes early in the first race and tried to overcome them by even more commitment. That was a mistake because I just tensed up, got arm-pump and couldn't find the lines. The only good laps I rode all day were the last four after I fell. I loosened up and it was no problem to repass Bartolini. One more lap and I would have had Bolley too."



Everts had a bad day. The champion lost ground to his title rivals after carding a disappointing 10th in moto two and fourth overall, but he still has an 11-point lead over Bervoets.

Demaria's sad season continued. The Frenchman didn't even make a lap.

"He caught his left boot in a hole and has stretched the ankle ligaments," explained team boss Michele Rinaldi.

Bader Manneh finally found a track more to his liking than the greasy Spanish surface or the sand of Holland to post 17-15 moto finishes from midpack starts.

German 250cc GP
Teutschenthal, Germany
Results: April 14, 1996 (Round 3 of 13)

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Hon); 3. Yves Demaria (Yam); 4. Werner Dewit (Suz); 5. Pit Beirer (Hon); 6. Tallon Vohland (Kaw); 7. Andrea Bartolini (Yam); 8. Alessio Chiodi (Yam); 9. Jocke Karlsson (Hon); 10. Frederic Bolley (Kaw); 11. Remy Van Rees (Kaw); 12. Kurt Nicoll (KTM); 13. Miska Aaltonen (Hon); 14. Jaimy Scevenels (Hon); 15. Joakim Eliasson (Yam).

MOTO 2: 1. Tallon Vohland (Kaw); 2. Marnicq Bervoets (Suz); 3. Werner Dewit (Suz); 4. Rob Herring (Hon); 5. Frederic Bolley (Kaw); 6. Pit Beirer (Hon); 7. Andrea Bartolini (Yam); 8. Alessio Chiodi (Yam); 9. Jocke Karlsson (Hon); 10. Stefan Everts (Hon); 11. Pedro Tragter (Suz); 12. Peter Iven (Kaw); 13. Leon Giesbers (KTM); 14. Sandro Puzar (Hon); 15. Bader Manneh (Hon).

O/A: 1. Marnicq Bervoets (Suz); 2. Tallon Vohland (Kaw); 3. Werner Dewit (Suz); 4. Stefan Everts (Hon); 5. Pit Beirer (Hon); 6. Andrea Bartolini (Yam); 7. Frederic Bolley (Kaw); 8. Chicco Chiodi (Yam); 9. Yves Demaria (Yam); 10. Jocke Karlsson (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 3 of 13 rounds): 1. Stefan Everts (103/2 wins); 2. Marnicq Bervoets (92/1); 3. Tallon Vohland (88); 4. Werner Dewit (71); 5. Pit Beirer (66); 6. Frederic Bolley (51); 7. Jocke Karlsson (50); 8. Andrea Bartolini (45); 9. Pedro Tragter (38); 10. Chicco Chiodi (34); 11. Yves Demaria (27); 12. Peter Iven (23); 13. Rob Herring (21); 14. Sandro Puzar (20); 15. Remy Van Rees (18); 16. Jaimy Scevenels (9); 17. Kurt Nicoll (7); 18. Leon Giesbers (6); 19. Oscar Vromans (5); 20. Joakim Eliasson (4).

Upcoming Rounds:
Round 4 - Gdynia, Poland, April 21
Round 5 - Mantova, Italy, May 5

World Championship 125cc Motocross Series
Round 1: Italian GP

Bartolini brings it home

GIAVERA DEL MONTELLO, ITALY, APR. 14

Massimo Bartolini gave the small TM factory its first-ever overall GP win when he completely dominated racing at the typically slick Italian track of Giavera del Montello, 50 miles inland from Venice in the north of the country, in the first round of the world 125cc MX series.

As usual in the smallest GP class, home riders dominated the Italian event, providing 10 of the 20 scorers, while the French provided half of the rest.

Arizona's Bob Moore was unable to compete after breaking his hand 10 days previously, but he could take comfort from the fact that his main title rival Sebastien Tortelli could only score nine points after a DNF in race two.

Ex-500cc World Champion Marcus Hansson, making a return to the GPs as a member of the same Magic Bike Yamaha team as Moore after a one-year injury absence, did well to qualify after only four weeks riding but DNFed both motos. CN

Italian 125cc GP
Giavera del Montello, Italy
Results: April 14, 1996 (Round 1 of 12)

MOTO 1: 1. Massimo Bartolini (TM); 2. Michele Fanton (Kaw); 3. Mickael Maschio (Hon); 4. Brian Kjaer Jorgensen (Suz); 5. Alex Belometti (Hon); 6. Philippe Dupasquier (Kaw); 7. Claudio Federici (Yam); 8. Sebastien Tortelli (Kaw); 9. Luigi Seguy (Kaw); 10. Fabio Picco (Hon); 11. Marco Stallmann (Kaw); 12. Xavier Colomer (Suz); 13. Paul Malin (Yam); 14. Frederic Vialle (Yam); 15. Mauro dal'Lago (Hon).

MOTO 2: 1. Massimo Bartolini (TM); 2. Claudio Federici (Yam); 3. Brian Kjaer Jorgensen (Suz); 4. Michele Fanton (Kaw); 5. Mauro dal'Lago (Hon); 6. Mickael Maschio (Hon); 7. Frederic Vialle (Yam); 8. Luigi Seguy (Kaw); 9. Simone Girolami (Hon); 10. Erik Camerlengo (Yam); 11. Alex Belometti (Hon); 12. David Vuillemin (Kaw); 13. Attilio Pignotti (Hon); 14. Fabio Balducci (Hon); 15. Marco Stallmann (Kaw).

O/A: 1. Massimo Bartolini (TM); 2. Michele Fanton (Kaw); 3. Brian Kjaer J0rgensen (Suz); 4. Claudio Federici (Yam); 5. Mickael Maschio (Hon); 6. Alex Belometti (Hon); 7. Luigi Seguy (Kaw); 8. Mauro dal'Lago (Hon); 9. Frederic Vialle (Yam); 10. Philippe Dupasquier (Kaw).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 1 of 12 rounds): 1. Massimo Bartolini (40/1 win); 2. Michele Fanton (30); 3. Brian Kjaer Jorgensen (28); 4. Claudio Federici (26); 5. Mickael Maschio (25); 6. Alex Belometti (16); 7. Luigi Seguy (15); 8. Mauro dal'Lago (12); 9. Frederic Vialle (11); 10. Philippe Dupasquier (10); 11; Sebastien Tortelli (8); 12; Simone Girolami (7); 13; (TIE) Fabio Picco/Erik Camerlengo (6); 15. Marco Stallman (6); 16. (TIE) Xavier Colomer/David Vuillemin (4); 18. (TIE) Paul Malin/Attilio Pignotti (3); 20. Fabio Balducci (2).

Upcoming Rounds:
Round 2 - Payerne, Switzerland, April 21
Round 3 - Bellpuig, Spain, May 5

Briefly ...

Italy has proved to be a dangerous place for American MXers this year. **Trampas Parker** is still out of action after damaging vertebrae in his back in the first warmup race at Esanatoglia on the first weekend of March, and in the week before Easter, **Mike Healey** broke three ribs - one of which punctured a lung - while practicing at Malpensa Raceway. A day later **Bob Moore** crashed in private testing close to Michele Rinaldi's Yamaha base in Parma and broke a bone in his right hand. He cannot race for 30 days and will miss the first two 125cc GPs. There is a slight possibility that Parker can return to racing at the French 500cc GP on May 5, while a comeback date for Healey is difficult to forecast.

This tale of woe has left **Tallon Vohland** as the only remaining American MX GP title candidate racing at present. The Kawasaki factory rider also gave himself a shock over Easter when he crashed in a Dutch race, hurting a wrist. Examination revealed no fracture, however.

Massimo Bartolini, the 25-year-old double winner of the opening 125cc GP, is no relation to Yamaha 250cc GP rider Andrea or former four-stroke ace Walter. Bartolini may sound exotic to American ears, but it almost as common a name in Italy as is Smith in the U.S.

The 250cc GP series has been reduced to 13 rounds following the **cancellation** of the **Argentine GP** planned for May 19 because two opposing factions each currently claim to be the officially sanctioned body affiliated to the FIM. The date was offered to tender and four European promotors made inquiries, but each had obstacles put in their way either by their national federations or the local government authorities. The 250cc riders now face a month without a race after the Italian GP on May 5.

Stefan Everts had been able to ride only once during the two weeks between the Dutch and German GPs. "I was suffering from food poisoning and a fever, after which I was feeling very tired, championship leader explained. Blood analysis showed I had a low iron count, I was able to ride on Wednesday before the GP here in Germany. I have lost a lot of strength, but I expect to be back to full fitness for the Italian GP on May 5." Everts has been prone to blood disorders following sickness ever since he had his spleen removed after a first-corner crash at the 1992 German GP.

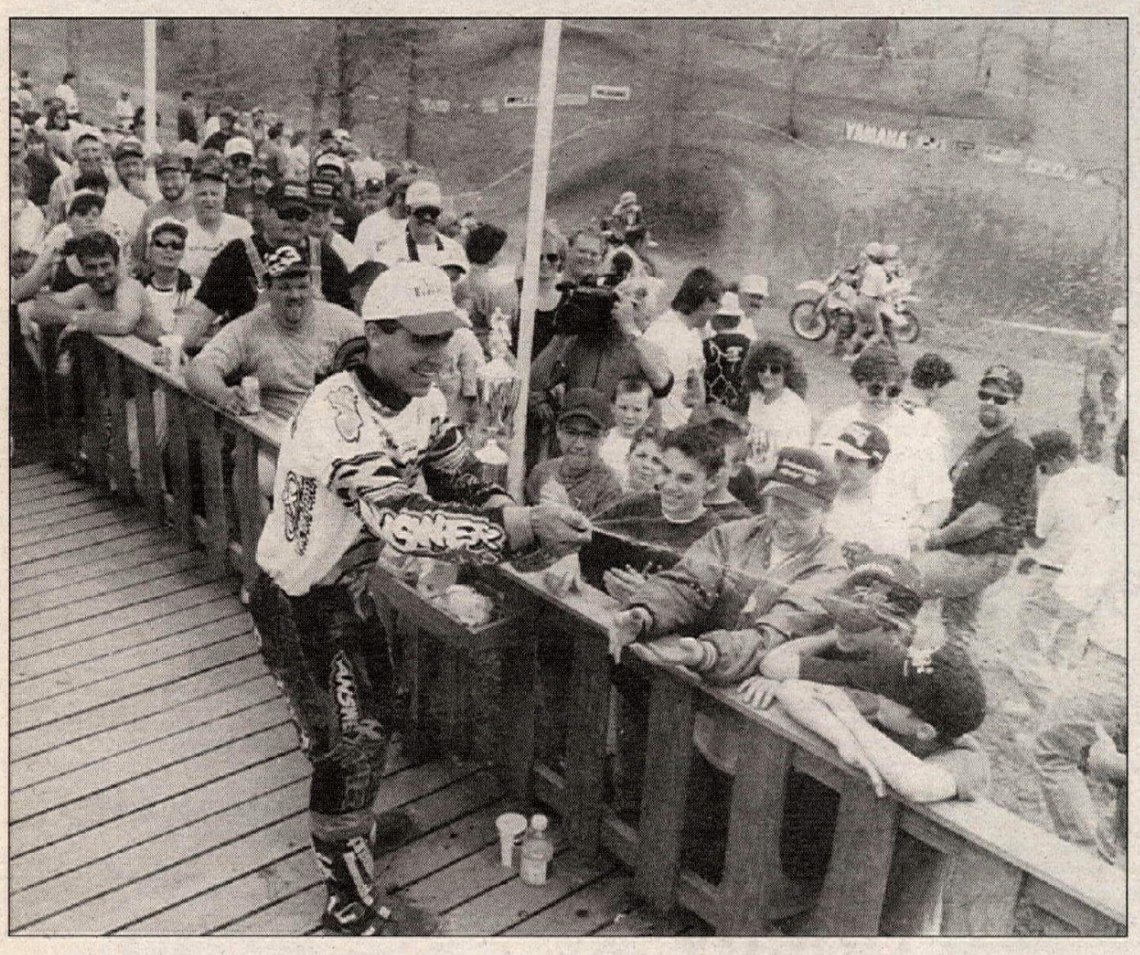
Dag Boyesen was one of the victims of the "home nation" rule which reserves two places at the start for riders of the host country even if their riders cannot qualify. Boyesen was 21st in his qualification group, normally good enough for reserve, but no riders with a German license had made it, so he was out. The ludicrous nature of the rule, designed to ensure the home crowd two riders to support, was emphasized when one of the "Germans" was actually a Belgian - **Axel Holvoet**, who had ridden US SX in 1994/95 and now competes for a German dealer on a German license - while true German Beirer did not count as one of the two "home" men because he competes on a Swiss license. At least Boyesen received the travel indemnity, but the situation became even more frustrating when Holvoet, who would not receive payment, left the track on Saturday evening claiming that he had a sore knee.

A few minutes before the second race, the German organizers set off cannons and fireworks to entertain the crowd. "Hey, what was that? Are the Russians back?" joked one photographer.

Dietmar Lacher declined to take up his wild-card start in the 250cc GP as a result of his thigh injuries sustained at the Italian 500cc GP two weeks earlier, so **Attilio Pignotti** had the honor of being the first rider to take advantage of the new ruling which allows a rider to race out of his normal class in his home-country GP. Pignotti, a 500cc GP regular, actually scored points in the Italian 125cc GP after posting 16-13 moto finishes.

Round 3: Hurricane Mills, Tennessee

Three in a row for Summers



(Left) Scott Summers is on fire. The Honda XR600 ace has won the first three GNCC rounds, including the Loretta Lynn's event in Tennessee. (Above) Team Suzuki's Steve Hatch got away with the holeshot and ran a strong race to finish second overall.

By Davey Coombs

HURRICANE MILLS, TN, APR. 14

For the third time in as many races American Honda's Scott Summers captured the overall win in a round of the 1996 AMA Wiseco/Yamaha/Dunlop/Braking/Answer/Acerbis Grand National Cross Country Series, which also gave the Kentucky rider a victory in the third round of the National Hare Scrambles series as the event counted toward this championship as well. Summers dominated the proceedings all afternoon long, moving into the lead on the first lap and racing away for the rest of the five-lap Loretta Lynn's Ranch run in central Tennessee.

"Three in a row feels really, really great," said Summers, 28, of Petersburg, Kentucky. "I've been working really hard and the bike is working really well and I'm comfortable out there. I'm having more fun now than I've had in a long, long time. I think it shows in my results."

Finishing second overall after two straight third-place finishes in the GNCC series was Suzuki's Steve Hatch, from New York, who took advantage of the absence of Team Green's Ty Davis to secure second in the current standings. Hatch's sponsors include American Suzuki, FMF, Trelleborg Tires and Moose.

"I rode about as hard as I could, so I have to be satisfied with second," said Hatch, who is competing in both the GNCC and AMA National Enduro Series this season. "This was about as much fun as I've had at a cross country race. I just need to improve by one more position and I'll be really satisfied."

A pair of surprises filled third and fourth overall as Yamaha riders Duane Conner and Frank Keegan, both from southwestern Pennsylvania, put in their best rides in quite some time. Rounding out the top five overall was Suzuki's Randy Hawkins, who passed an out-of-gas Rodney Smith just before the finish line.

A total of 473 riders attended this combined round of the GNCC and AMA National Hare Scrambles Series, but a long and rough trail of over 14 miles per lap eased the usual burden of lapped traffic. A day-long rainstorm on Saturday saturated the Hurricane Mills area, but Sunday was warm and breezy and the track conditions were almost perfect. The Racer Productions-designed trail featured several miles of new trail, but within two laps the whole loop was churned up like a rocky motocross track. Countless braking and acceleration bumps dotted the woods and fields of the ranch property of Lynn, the famous country singer who has also been a gracious host to off-road racers since 1982. (Loretta herself cooked spaghetti sauce for competitors camping at the ranch for Saturday evening dinner.)

"This place gets really choppy and it's a tough trail," said Summers of the Loretta Lynn's track. "You're either going up a hill or down a hill or dodging trees the whole time, and at the end of the day it's as rough as can be." Summers' sponsors are American Honda, Answer, Pirelli, Oakley, Alpinestar, Yoshimura, Arai, Silkolene, Wiseco, Tsubaki, Camelbak, Braking, White Bros. Twin Air, Specialized, UFO and SRC.

With so many riders on the starting grid, it was determined that 16 rows of classes would be needed for the dead-engine start, with one row leaving every 60 seconds accompanied by the rebel yells of the more than 2,000 fans who attended the race. The first row would be the 33-rider Pro (AA) class, and Suzuki's Steve Hatch got the jump on everyone, with Yamaha-mounted Fred Andrews following closely in second. Summers was right around 10th, but the big Honda pilot quickly aimed his four-stroke at the front of the pack.

"I didn't really get a good start, but the trail was single-file and that kept everybody close," said Conner, "You couldn't really jump out into the bushes to pass anybody, so everybody stayed together. I would wait until someone made a mistake and then just pass them and start in on the next guy. Pretty soon I was up there in contention."

"I got a pretty bad start because my bike didn't fire on the first kick," explained Keegan of his 20th-place start. "I just started passing people everywhere, going crazy, and everything worked out perfectly." At the end of the first lap Keegan was up to sixth behind Summers, Hatch, a fast-moving Jason Dahners of the KTM team, Suzuki's Rodney Smith and Andrews. But Summers, with a lot of crowd support behind him, was moving away from everybody.

"There was a lot of people out there in the woods today just screaming and yelling and cheering me on, and there's no way I wasn't going to give them 100 percent," said Summers, who has emerged as one of the most popular woods racers of all time. "But I think the fans actually hurt me one time because I got so fired up I hit a tree and did a big crash in front of about 20 people! They were laughing, so I guess that I was good entertainment for them." Summers broke his front fender and injured his shoulder in the fall; he briefly thought that he might have separated the shoulder again.

After just two laps, Summers' lead was climbing toward the one-minute mark while Hatch held second in front of the surprisingly fast Keegan. Then came team Green's Keith Johnson, Andrews, Dahners and Yamaha-mounted Tom Norton. Smith, a pre-race favorite after winning here in '94, was sliding backward in the field.

"I just had some bad bike setups and I couldn't even hang on," a frustrated Smith said later. "I was all over the trail. I took a couple of big crashes on the second lap. I was trying some new suspension settings and the bike was just pogoing me everywhere. I had no control of the bike, and that was the worst race I've ever done in my life." To make matters worse for Smith, he fractured a toe on his left foot and ran out of gas on the last lap. "The only luck I had was that I had to ride so slowly that everyone else got tired and I had energy left at the end to get some points."

Summers' big crash occurred on the third lap and his lead was trimmed to just 16 second at that point. Hatch was still second and Keegan was an additional 16 seconds back in third.

"Sometimes I get this feeling that I'm invincible or something and I keep pushing it and pushing it," said Summers of his crash. "Of course, that's when you get the reality check. The crash took my fender off and I was real lucky I didn't hurt myself."

"I was trying to make a good push

there toward the end of the third and fourth laps, but Scott was riding great," Hatch said of the late charge that got him close to Summers. "He was riding an outstanding race and on the last lap I guess I just didn't have as much left as he had. The last I heard he was a minute ahead, so I just kind of backed it off and rode smooth to the finish."

"I caught Frank about a quarter of the way through the last lap, but then he really turned it up and was riding really good," said Conner, who is backed by Yamaha, SCR, Answer, Dunlop and Arai. "I didn't know if I was going to get around him because his lines were really good, but fortunately for me he fell going up one of the big rock hills and I got him right there. I guess everyone has some bad luck, but today I finally had some good luck."

"My goal today was to get back before all of the hot water was gone from the showers," joked a happy Frank Keegan, who hasn't made the top five at a national event in several seasons. "I had a great ride and I didn't make any mistakes until the last lap when I started getting tired. I never thought in a million years I would be up here (in the top five winner's circle)." Keegan is backed by AYR, Gear, Steahly Off-Road, Pro Circuit, Acerbis and Dunlop. "Steve and I rode together for a lap and a half, maybe two laps. We had a good pace going but he still pulled away toward the end, and then I was in my own little zone. The last lap Duane caught up to me and I fell for the only time all day."

"These guys were slinging rocks everywhere and I caught one in the face," Hawkins said of the bruised and bloodied nose he suffered during the run. "Other than that things went pretty good. My arms pumped up early and I had to wait for them to go down, which has been a problem for me ever since I started racing. Once I took off I caught Tommy Norton, and I was way faster than him but he wouldn't get out of the way. He just came over and cut into me and knocked my footpeg off. I had to go back in the pits to get that fixed. With all of those fast guys here, you can't give up anything, not even a pit stop for a footpeg. I give those guys a lot of credit."

"I knew I was making a little bit of time on Steve but my dad was giving me signals and helping me to just think about the next guys in front of me, and I was picking those goals first," said Conner, who overcame a terrible start to record his first podium finish of the season. "I wasn't really getting tired at all but once I got up to third the race was over. I'm still really happy to finish third here. I felt really good today, which was surprising because I never seem to be ready for Loretta Lynn's. A lot of things just came into place, and thanks to Factory Connection this is the best-working bike I've ever had, and it let me ride out there without using too much energy."

The fenderless Summers finished 70 seconds ahead of Hatch, who in turn was 66 seconds ahead of a somewhat satisfied Conner. Keegan held on for fourth while Hawkins sneaked past Smith on the final motocross section when Smith's Suzuki ran out of gas.

"My motorcycle is working so good that it feels like it's just floating through the bumps," said Summers of his Fred Bramblett-tuned XR600. "I'm having more fun riding my bike than I probably ever have and I'm staying real relaxed, too. That's how you ride well - when you're having fun."

"I didn't think when the day started out that I was going to do this good," admitted Conner, a notoriously late-blooming contender every season. "I just didn't think it was going to be a good day, but my bike was working so good that I just kept charging all day long. The closer to the top five I got, the more confidence I got. Maybe if the race had gone another lap I might have gone up even further than third."

"I felt pretty good toward the middle and I think I was fourth when I stopped for gas on the last lap," said Johnson, a New Englander in his first full year of off-road racing. "Going down one of those fire roads I was going a little fast and I went a little wide passing a lapper and clipped a tree. I got into a big tank-slapper and went over the bars and knocked myself stupid. Hawkins and Smith went by and then I just kind of cruised from there because I was seeing stars."

"I bent the front rotor with a lap left to go," explained Andrews of his demise. "I couldn't stop going down a hill after that and hit some logs, went over the bars and it was over. All day long I was riding a little bit too excited. I was up and down all day. I guess that's racing." With 8 of 12 races counting toward the final point standings, GNCC contenders Andrews and Plessinger already have their backs against the wall in the '96 series. With Summers showing three wins to their inconsistent finishes, the duo must pick up the pace immediately or they will lose sight of Summers for the rest of the series.

Rounding out the top 10 overall in Tennessee were Smith in sixth, then Johnson, Dahners, Norton and Leigh Letellier.

The top non-Pro-class rider at Loretta Lynn's was 11th overall Gene Onail, who is backed by Gear, Pro-Action, Sunstar, Dunlop and Maier. Onail won the 25-rider 250 A class and finished just more than a minute ahead of second-in-class, 14th-overall Mike Sampson. Four-wheeler hero Barry Hawk Jr. was the best of the 17-rider Four-Stroke A class, winning by over three minutes from Kentucky's Harvey Whitaker.

Missouri's Chris Caplinger topped the Open A class in Tennessee with just nine seconds to spare on Ohio's Rodney Judson. Andrews Yamaha Racing's Jim Jarrett topped the 200 A class, beating Heath Bennett by 55 seconds for the win. SCR team boss Tim Shephard won the Vet A class and earned 18th overall for his effort; Vance Earl was second in the 16-rider class.

West Virginia's Gallie Ward won the Senior A (Over 40) class and North Carolina's Wayne Beatty topped the 11-rider Super Senior (Over 50) division. CN

(Above) Yamaha-mounted Duane Conner work methodically through the pack to card a solid third. (Above right) Kawasaki Team Green's Larry Roeseler aced the Four-Stroke division. (Right) Tim Shephard finished 18th overall to top the Vet A division. Shephard leads the series in that class.

National Hare Scrambles; GNCC
Hurricane Mills, Tennessee
Results: April 14, 1996
(Round 3 of 12 and 3 of 9)

O/A: 1. Scott Summers (Hon); 2. Steve Hatch (Suz); 3. Duane Conner (Yam); 4. Frank Keegan (Yam); 5. Randy Hawkins (Suz); 6. Rodney Smith (Suz); 7. Keith Johnson (Kaw); 8. Jason Dahners (KTM); 9. Thomas Norton (Yam); 10. Leigh Letellier (KTM); 11. Gene Onail (Kaw); 12. Scott Phelps (Yam); 13. Chris Thiele (Kaw); 14. Mike Sampson (Kaw); 15. Larry Roeseler (Kaw); 16. Daryl Conner (Yam); 17. Brian Keegan (Yam); 18. Scott McLaughlin (Yam); 20. Steve Leivan (Yam).

PRO: 1. Scott Summers (Hon); 2. Steve Hatch (Suz); 3. Duane Conner (Yam); 4. Frank Keegan (Yam); 5. Randy Hawkins (Suz).

OPEN A: 1. Chris Caplinger (ATK); 2. Rodney Judson (Hon); 3. Kenneth Johnson (ATK); 4. Daniel Reed (Hon); 5. Scott Lohr (KTM).

250 A: 1. Gene Onail (Kaw); 2. Mike Sampson (Kaw); 3. Daryl Conner (Yam); 4. Jared Smith (KTM); 5. Todd Morain (Yam).

200 A: 1. Jim Jarrett (Yam); 2. Heath Bennett (Hon); 3. Corey Parlin (Yam); 4. Ryan Moss (Kaw); 5. Jeremy Berwanger (Yam).

4-STRK A: 1. Barry Hawk (Suz); 2. Harvey Whitaker (Hon); 3. Curt Wilcox (Hon); 4. John Shaffer (Suz); 5. Carey Stump (Hon).

VET A: 1. Tim Shephard (Yam); 2. Vance Earl (Yam); 3. Tom Carson (Suz); 4. Tim Coombs (Yam); 5. Rodney Benjamin (Hon).

SR A: 1. Gallie Ward (Yam); 2. Terry Mealer (Yam); 3. Charles Thiele (Yam); 4. Paul Michels (ATK); 5. Michael Schwartz (Suz).

S/SR A: 1. Wayne Beatty (KTM); 2. Albert Chuppa (Yam); 3. Joseph Lojak (Yam); 4. John Giles (Yam); 5. Wade Summers (Hon).

OPEN B: 1. Richard Burbick (KTM); 2. Robert Lich (Kaw); 3. Lance Martin (ATK); 4. Jerry Hardin (KTM); 5. Brett McCoy (Hon).

250 B: 1. Greg Gillian (Yam); 2. Brock Busenbark (Yam); 3. Ronald Stetz (Yam); 4. Mickey Frantz (Yam); 5. Timmy Pool (Kaw).

200 B: 1. Darin Phillips (Yam); 2. Chris Gallt (Kaw); 3. Thomas Campbell (Kaw); 4. Gordon Turner (Kaw); 5. Jamie Campbell (Kaw).

4-STRK B: 1. Robert Stephens (Hon); 2. Stacey Clark (Hon); 3. Shane Munger (Suz); 4. Marshall Young (Hon); 5. Les Busenbark (Hon).

VET B: 1. Gerald Greene (Yam); 2. Steve Cooke (Yam); 3. David Molnar (Yam); 4. Mike Stinson (Hon); 5. Andrew Wells (Hon).

SR B: 1. Robin Miller (Yam); 2. Steven Hashman (KTM); 3. Galen Campbell (Kaw); 4. Glen Willoughby (Suz); 5. Ronnie Hackett (Suz).

SSR B: 1. John Lee (Suz); 2. Michael Thompson (KTM); 3. Carl Donelson (Hon); 4. David Sanders (Kaw); 5. Gordon Stoneking (Hon).

200 C: 1. Steven Graves (Yam); 2. Clint Hammerle (Suz); 3. Justin Conkle (Hus); 4. Terry Buening (Kaw); 5. Matt Yukevich (Yam).

OPEN C: 1. Sean Hastings (Yam); 2. Jonathan Wendell (Suz); 3. Chad Jarvis (Yam); 4. Mark Yukevich (Yam); 5. John Glaus (Hon).

GRAND NATIONAL CHAMPIONSHIP CROSS COUNTRY SERIES POINT STANDINGS (After 3 of 12 rounds): 1. Scott Summers (60/3 wins); 2. Steve Hatch (55); 3. Randy Hawkins (45); 4. Keith Johnson (42); 5. Ty Davis (38); 6. Duane Conner (34); 7. Rodney Smith (32); 8. Fred Andrews (30); 9. Frank Keegan (27); 10. Gene Onail (27); 11. Brian Keegan (25); 12. Tom Norton (23); 13. Jason Dahners (21); 14. Tim Shephard (17); 15. Scott Phelps (16); 16. Scott Plessinger (15); 17. Guy Cooper (14); 18. Jan Hrehor (12); 19. Leigh Letellier (11); 20. Daryl Conner (10).

Upcoming Cross Country Rounds:
Round 4 - Clarksburg, WV, April 28
Round 5 - Brownsville, PA, May 11

Upcoming Hare Scrambles Rounds:
Round 4 - Redding, CA, April 21
Round 5 - Berkshire, NY, June 30

Round 3: Shawn Gerber Memorial H&H

Zip zaps the Zit

By Anne Van Beveren
Photos by Tom Van Beveren

JERICHO, UT, APR. 13

Neither rain nor snow nor the tightest, twistiest course of the National Hare & Hound Series could keep Kawasaki's "Zip" Ty Davis from his appointment with the checkered flag.

The Kawasaki KX500 racer exploded off the start of the eighth Annual Shawn Gerber Memorial Hare & Hound to take the number-one spot and stayed out in front all the way as the three-loop, 95-mile course snaked through tight trees, twisty washes and shoulder-height sagebrush.

When the race was over, Davis had a winning margin of two and a half minutes and, like every racer in the almost 300-strong field, he had nothing but praise for the course laid out by the Sage Riders M.C.

"I'd give it a 9," Davis said. "The layout was awesome - real tight and technical, and it was the coolest terrain. The traction was great, there was no dust. As races go, it was close to perfect."

The pit crews and spectators who spent almost three hours standing around waiting for the racers had a completely different opinion. The Utah round of the series is as well known for miserable weather as it is for great courses and this year's conditions did nothing to undermine the race's less than stellar reputation. Rain, marble-sized hail and wind so strong it carried away awnings with mountain bikes tied to them plagued the pits the afternoon before the event, and a stiff breeze coupled with lightly falling snow at race-time on Saturday afternoon had everybody who wasn't riding bundled up in hats and gloves, jumping up and down to keep warm.

The Sage Riders pushed the start back from noon to 1 p.m. in the vain hope that patches of snow around the starting area would melt, but weather conditions were forgotten the moment the banner finally dropped.

The race began with an undignified scramble through the infamous sand dunes of the Little Sahara Recreation Area, 130 miles southwest of Salt Lake City, then dodged through the sagebrush to a fairly well-defined trail and headed into 15 miles of fast terrain. Davis led the charge, local Honda CR500 hotshot Dustin Headman was number two, and Jeff Lundgreen (KTM 550), Greg Zitterkopf (KX500) and KTM 360-mounted Jim Gray were close behind. Headman's charge continued as far as the seven-mile mark, where he parted company with his bike in spectacular fashion and ended up face-down on the trail.

"Who was that guy on the Honda?" Davis asked. "He was on me big time - right on my butt. We were going through stuff we couldn't see - big ditches and things. I was taking my time but he never backed off. I was just waiting for him to go down."

Headman was far from the first racer to go down.

"I fell right off the start," said Jimmy Lewis, who was putting an ATK 605 through its paces. "I got a first-kick start, but then two guys instantly crashed into me from both sides and I fell over. I had to slowly work my way back up."

(Top) Ty Davis carded the overall win at the National Hare & Hound in Jericho, Utah. It was Davis' second win of the series.
(Left) Greg Zitterkopf, the series points lead, was the runner-up.

The deep sand made life difficult for four-stroke racers like Honda-mounted Jeff Capt.

"The four-stokes are really heavy and they wallow in the sand dunes, where the two-strokes get up on top and go a lot better. They have a huge advantage," Capt said. "I know I was way back on the start, but I just toughed it out and tried to work my way up."

A four-kick start put Scott Morris way back in the loop-one charge, but, unlike Honda's Drey Dircks, he was still going strong at the end of the loop. Dircks was forced to head back to the pits when a flying rock smashed into his fingers.

Out in front, Davis was enjoying every inch of the course.

"A little bit of snow started coming down in the first loop but it was so cool, and right after that the sun came out everywhere we rode. It was great," said Davis.

Zitterkopf was working hard off the start and had elbowed his way up to third by the time the course turned into the trees. A broken silencer gave the quicker starters plenty of warning that he was coming.

"It broke about five miles in. The rivets broke," Zitterkopf said. "It didn't

make much difference to the power. It just made it hard to concentrate after a while."

Light snow was falling in the pits as Davis completed his first 35-mile loop in just over an hour and headed in for gas. Zitterkopf was just 48 seconds behind him, making life frantic for the Kawasaki Team Green pit crew, and the action continued when KX500 racer Paul Krause hit the Kawasaki pit in third overall, just a minute behind Zitterkopf. Jim Gray's KTM headed down pit row in fourth overall.

"I missed a corner early in the race and Krause passed me," Gray said. "I followed him most of the loop and I could still see him in spots, but my arms pumped up and I just couldn't hang on. It was just survival mode until they loosened up again."

Open Expert Robert Laughlin was fifth overall as he entered pit row, just ahead of KTM-mounted Vet Ed Sorenson, and Destry Abbott headed the 250cc Expert contenders in seventh, ahead of Four-Stroke leader Johnny Campbell and KX250 racers Brian Brown and Steve Hengeveld.

"There was a really fast section for probably the first 50 miles," said Campbell. "I could've used my 628, but I opted to use the stock engine for a little easier ride through the trees. It was a benefit in the tight spots - I could keep up with the 250s."

Campbell's stock engine continued to be a benefit as the terrain tightened even more in loop two but it was going to take more than a stock engine to help KTM 360-mounted Laughlin make up time.

"This is the first National I've done out of my home territory in Southern California and I wasn't ready for all this twisting and turning," Laughlin said, who compounded his problems by crashing right off the start. "I've never raced in the mountains and the trees before and I was getting really tired trying to keep the thing on two wheels."

Davis's Hare Scrambles prowess gave him all the tight-terrain experience he needed and that, coupled with the Sage Riders M.C.'s course markings, had him making time left and right as the 22-mile second loop progressed.

"The course was super-well-marked. It meant I could relax and didn't really have to pay attention," Davis said. "It was so tight it definitely wasn't a 500 course, but I just had so much fun trying to be smooth. I didn't have to ride aggressively."

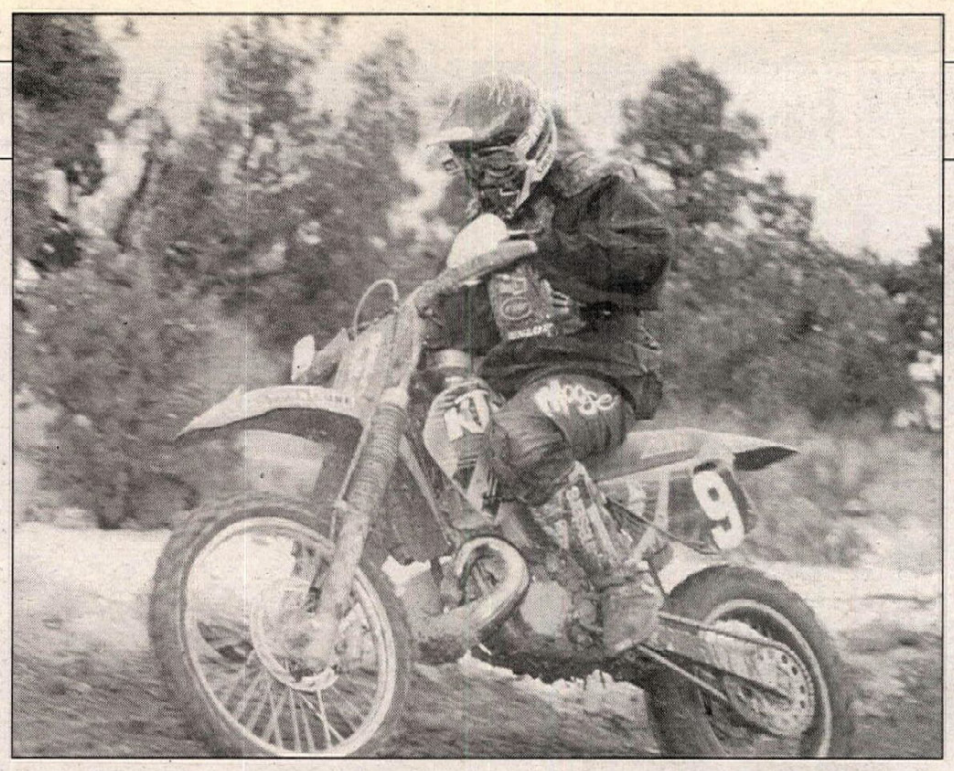
"The course was too well-marked," complained Over-40 Expert Steve Pitts. "I'm used to picking up places when a few people get lost, but nobody got lost here."

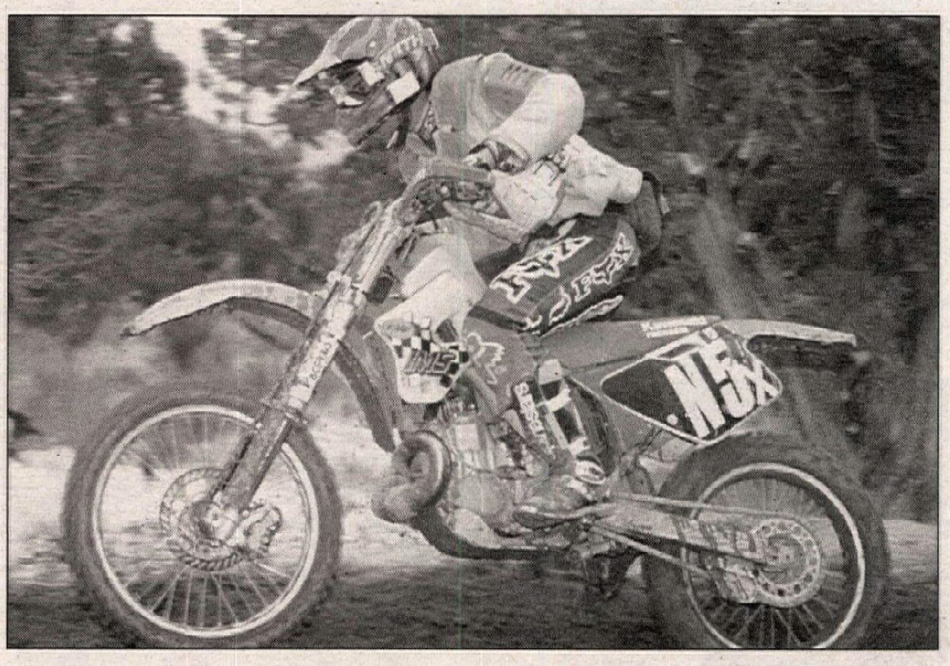
Zitterkopf continued to enjoy a trouble-free ride in second, but things were winding down fast for third-placed Krause. They came to a sudden stop near loop two's 14-mile mark.

"I think I lost the lower end," said Krause. Faced with a long wait before help arrived, the Kawasaki racer built a small fire to ward off the cold.

"It wasn't burning very well, so I took a bunch of grass and went to stuff it up under the bottom of the fire to get it going," Krause explained. "I must've got some gas on my gloves when I was starting the fire because one of them caught fire. I tried to pat it out with the other one and that caught fire, too. I had to dive on the ground and stuff them in the dirt to put it out."

Krause's misfortune put Gray into third. Behind him, Campbell, Abbott and Brown were locked in a fierce battle for fourth.





(Top) James Gray had one of this best rides of his career, finishing third overall. (Above) Local rider Brian Brown rounded out the top five overall.

"We were dicing it out the whole race. We were going back and forth. I love that kind of racing," Abbott said.

An equally fierce tussle for second in the Four-Stroke division was going on not far behind them as Honda's Jeff Capt struggled to hold off a determined charge by ATK's Paul Pitts.

"Pitts was right there the whole way. I was working hard, that's for sure," Capt said.

As the second loop drew to a close, Davis suddenly had to start working hard, too.

"Towards the end of loop two, I smoked the brakes. About five miles from the end, it was really bad. I had nothing left at all," Davis said. "I think the pedal didn't have enough play. There had to be something wrong because I never smoke brakes on a 500."

Davis was pointing down at his rear wheel when he came into the pits for the second time. The rear-pad change was completed in one minute and 11 seconds, but that cut an almost two-minute lead over Zitterkopf down to a mere 25 seconds as the KX500 hotshots raced into the final 38-mile section.

"I knew Zitterkopf was there and, after we did the brakes, I put the hammer down," Davis said. "I was pushing all the way through the third loop."

Zitterkopf's broken silencer turned heads as he thundered out in pursuit of Davis. Gray made a quieter exit three and a half minutes back in third, ahead of Campbell, Abbott and Brown, who were still just a few bike lengths apart. Laughlin was seventh overall when he arrived in pit row but, in a repeat of his first-loop pit performance, he was a couple of places back by the time he headed out into the next loop.

"I have a conventional filler cap on my bike and everyone else has quick fills," Laughlin said. "I hung with them out on the course but they got away every time we pitted."

Eighth overall was in the hands of Donnie Book (KX500), Hengeveld was running third 250 Expert in ninth, and Vet Expert John Rudder, Four-Stroke Siamese twins Capt and Pitts, Mark Lundgreen, and Abe Baumann were tucked in behind.

"By then, I was just cruising," said Baumann, who had twisted his knee badly heading into loop two. "It was right out of the pits - perfect traction on a really nice road and my footpeg dragged on a corner. It took a long time to get my composure back and then, going out on the last loop in exactly the same place I did it again, only this time I twisted my ankle and my knee and it hurt worse. The race was pretty much over for me."

Zitterkopf launched a late-in-the-race charge that he hoped would close the gap on Davis, but the muddy trail, coupled with fatigue from almost three hours of dodging trees and pounding through rocks, soon had him rethinking his strategy.

"I fell three times on the last loop. I thought I was going to push a little bit but I kept sliding out in the mud so I just decided to cool it and be happy taking second," Zitterkopf said.

It took a long time for anybody to call it quits in the three-way battle for fourth that raged right behind third-placed Gray.

"I thought I had fourth locked up but, going out on the last loop, I started clogging a filter," said Campbell, who was battling Abbott and Brown. "I went back and forth with Abbott for most of the loop but, finally, I had to let him go. There was only a little bit of dust here and there today, but it made a big difference to my bike."

The Capt/Pitts battled lasted just as long. The pair were still going strong right up until the last few miles, when Pitts lost time trying to unfog his goggles.

But there was no stopping Davis. At the end of two hours and 50 minutes of racing, the Kawasaki Team Green/Moose Racing-backed racer stormed home with an average speed of 32.5 mph and a margin of just under two and a half minutes to take his second overall win in the three-race-old series.

Zitterkopf topped the Vet division with his second-place finish.

Gray brought his KTM home in third, after turning on the throttle late in the race when he looked back and caught a glimpse of Abbott.

"I never really saw anybody all day - except Abbott right at the end," said Gray, who took second Open Expert. "I started getting lackadaisical, then I saw him behind me, so I picked it up towards the end."

Abbott crossed the line in fourth overall to take the 250 Expert win, just ahead of KX250 racer Brian Brown.

Brown took second 250 Expert, just ahead of Campbell, who was happy with sixth overall because it put him at the head of the Four-Stroke Expert field.

"All in all I had a really good ride. I got a little tired towards the end. I need to work out a bit more," Campbell said, "but I finally finished in front of Capt."

Book scored third 250 in seventh overall ahead of Open Expert Robert Laughlin and KX250 racer Steve Hengeveld.

"I had a little problem in the second loop. I blew a corner and high-centered in some sage brush and got stuck. Donnie Book got by me there and grabbed third 250," Hengeveld said. "It's still the best finish I've had at this race."

John Rudder's 10th overall earned the YZ250 racer second in the Vet class, ahead of Four-Stroke Expert Jeff Capt, Mark Lundgreen and Paul Pitts.

Rex Staten finished 20th overall to top the Over-40 Expert class despite crashing four times, and Craig McCaffrey took Amateur-class honors in 50th overall. CN

Shawn Gerber Memorial
Jericho, Utah
Results: April 16, 1996 (Round 3 of 7)

O/A: 1. Ty Davis (Kaw); 2. Greg Zitterkopf (Kaw); 3. Jim Gray (KTM); 4. Destry Abbott (KTM); 5. Brian Brown (Kaw); 6. Johnny Campbell (Hon); 7. Donnie Book (KTM); 8. Robert Laughlin (KTM); 9. Steve Hengeveld (Kaw); 10. John Rudder (Yam); 11. Jeff Capt (Hon); 12. Mark Lundgreen (Kaw); 13. Paul Pitts (ATK); 14. Jimmy Lewis (ATK); 15. Abe Baumann (Kaw); 16. Ed Sorenson (KTM); 17. Aaron Sykes; 18. Tommy Ady (Kaw); 19. Brad Christensen; 20. Rex Staten (Kaw); 21. Terry Kyle; 22. Shawn Chavez (Suz); 23. Aron Huntington (Kaw); 24. Tom Webb (Kaw); 25. Russell Pearson (KTM).

OPEN EX: 1. Ty Davis (Kaw); 2. Jim Gray (KTM); 3. Robert Laughlin (KTM).

250 EX: 1. Destry Abbott (KTM); 2. Brian Brown (Kaw); 3. Donnie Book (Kaw).

4-STK EX: 1. Johnny Campbell (Hon); 2. Jeff Capt (Hon); 3. Paul Pitts (ATK).

O/30 EX: 1. Greg Zitterkopf (Kaw); 2. John Rudder (Yam); 3. Abe Baumann (Kaw).

O/40 EX: 1. Rex Staten (Kaw); 2. Terry Kyle; 3. Bill Maxim (Kaw).

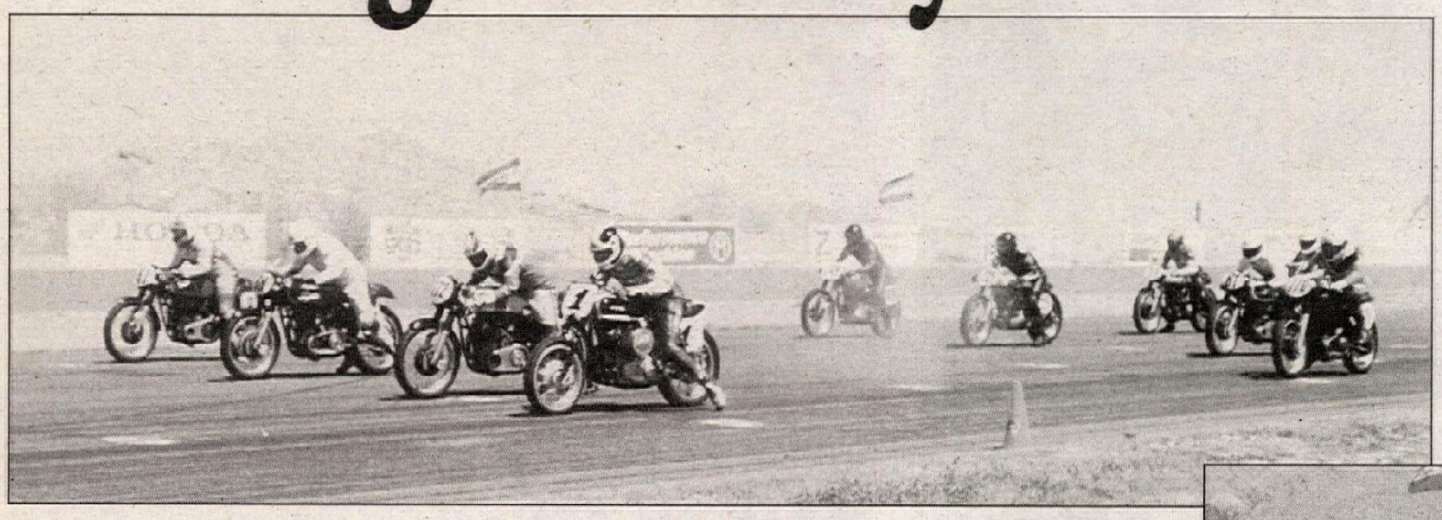
AMA NATIONAL HARE & HOUND CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 7 rounds): 1. Greg Zitterkopf (69/1 win); 2. Ty Davis (60/2 wins); 3. Destry Abbott (54); 4. Paul Krause (50); 5. John Campbell (42).

Upcoming Rounds:
Round 4 - Red Mountains, CA, April 28
Round 5 - Yerington, NV, September 19

VINTAGE
AHRMA Historic Cup Series

Round 4: Willow Springs International Raceway

The original Krusty Demons



By Dave DuVarney

ROSAMOND, CA, APR. 13-14

The second annual Corsa Moto-Classica, round four of the AHRMA Historic Cup Series, blew into Willow Springs International Raceway and once again gave vintage enthusiasts a weekend to remember.

This ARHMA National event weekend kicked off on Friday with road race practice and a race school with Team Obsolete's Dave Roper as proctor.

I Think I Can Racing's Todd Henning, the East Coast nightmare, was flown out for the event to haunt the competition just as he did this year at Daytona. Henning picked up where he left off, racing in four of the 12 races on the day. He began by winning race one, the 350cc Sportsman class aboard a lightning-fast 1968 Honda 350.

The 500cc Sportsman race featured a mixed bag of machines. Ralph Auer was aboard a 1960 BMW 500 and did his best to keep the '68 Honda of Henning honest. But once again it was the 350 of Hennnig across the stripe first, followed by Auer and '71 BSA 500SS-mounted Paul Shoen.

With no time to rest, Henning was back onto the track, this time aboard an '81 Yamaha 350 in the Battle of the Twins Two-Stroke event. Chalk up win number three for Henning.

The 500cc Premier class was perhaps the best race of the day. Defending champion Stephen Mathews once again put his Barber Motorsport '61 Matchless 500 heads up against the '68 Honda 450 of Henning. Mathews on the pole was flying toward turn one, but going into turn two Henning stuffed the 450 in hard to take the lead. The race for the win would be between these two as they quickly distanced themselves from the pack.

"It was like we were tied together with a rubber band," Henning said later.

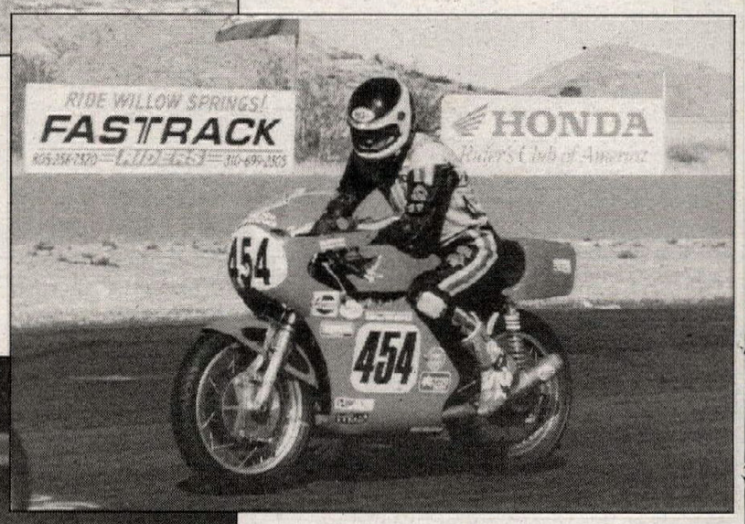
Indeed you could have thrown a blanket over the two. Mathews would stick a wheel in next to Henning time and time again only to have the door shut on him. The race went down to the wire with Henning taking win number four.

Other races of note were the Pre-'40 class which saw Auer aboard the 1939 BMW. The Chico, Califorina, rider rode away for the win over Gordon Menzie, who was on a beautifully prepared 1939 Triumph T100. Completing the top three was "Doc" Batsleer on the oldest machine racing at the event, a 1935 Indian Sport Scout.

Sunday featured the repeat of the Todd Henning show. Tim Stancill led the group into turn one in the Sportsman 350cc class followed by Henning. It would take Henning two laps to get by Stancill, and the two Honda riders would swap the lead time and time again throughout the race, to the delight of the crowd. Henning then put his head down and pulled away for a easy win.

The 200cc GP was all Bultaco, with Craig Morrison and Chris LaCruze going at it in a race-long dice with Morrison besting LaCruze for a repeat of their results of the contest on Saturday. CN

(Above) The good old days returned to Willow Springs as the AHRMA Historic Cup Series paid a visit. Riders took part in two days worth of racing on the high-desert California circuit. (Right) Multi-time Daytona vintage winner Todd Henning flew out from the East Coast and scored wins in several classes on his self-built Hondas. (Below right) Tom Horton (55) was the big winner at round two of the AHRMA/Classic Bike Magazine National Dirt Track Series on the Willow Springs half mile. Horton won four main events.



Willow Springs International Raceway
Rosamond, California
Results: April 13-14, 1996 (Round 4 of 10)

Friday

BOT F-3: 1. Mike Voelker (Hon); 2. Michael Dube (Hon); 3. Ken Botham (Hon); 4. Kikaru Miyagi (H-D); 5. Alan Burtt (Kaw).

BOT 2-STRK: 1. Todd Henning (Yam); 2. Rick Newman (Yam); 3. Drew Swanson (Yam).

SOS F-1: 1. Walt Dorsch (W-R); 2. Jody Hendley (Bon); 3. Larry Hanlon (MZ); 4. Craig Wright (Bon); 5. Benjamin Morse (Hon).

SOS F-2: 1. Eric Sherrer (Dub); 2. Norman Lastovica (Rtx); 3. Daryl Foster (Hon); 4. Steve Stone (BSA); 5. Benjamin Morse (Hon).

SOS F-3: 1. Michael Gontesky (Yam).

SOS 2-STRK: 1. Chris Lacruze (Hon).

CLSSC 60: 1. Stephen Mathews (Mat); 2. Jeff Elings (Mat); 3. Rusty Lowry (H-D); 4. Virgil Elings (AJS); 5. Bruce Redding (AJS).

CLSS C: 1. Ralph Auer (BMW); 2. Gordon Menzie (Tri); 3. Fred Mork (Nor); 4. Doc Batslleer (Ind).

F-750: 1. Anthony Morrison (Yam); 2. Will Harding (M-G); 3. Robert Goodpaster (Nor); 4. Dave Russell (BSA); 5. Calvin Lewis (Nor).

F-500: 1. Rick Newman (Yam); 2. Mick Frew (Yam); 3. Tupper Robinson (Bul).

F-250: 1. Scott Fabbro (Yam); 2. Jeff Elings (Yam); 3. Mick Frew (Yam); 4. Mark Henry (Yam); 5. Tupper Robinson (Bul).

750 SPTSMN: 1. Kevin Johnson (Nor); 2. Paul Lima (Nor); 3. Dino Bortolin (BMW); 4. Craig Weeks (Yam); 5. Ivan Messina (BMW).

500 SPTSMN: 1. Todd Henning (Hon); 2. Ralph Auer (BMW); 3. Paul Shoen (BSA); 4. Timothy Stancill (Hon); 5. Jay Niederst (Hon).

350 SPTSMN: 1. Todd Henning (Hon); 2. Timothy Stancill (Hon); 3. Gary Swan (Hon); 4. Tim Sheedy (Hon); 5. Tom Grimmel (Hon).

F-VINT: 1. Kevin Johnson (Nor); 2. Paul Lima (Nor); 3. Anthony Morrison (Yam); 4. Bernard Juchli (BSA); 5. Ivan Messina (BMW).

BEARS: 1. Walt Dorsch (W-R); 2. Ben Welch (Tri); 3. Kurt Mund (BMW); 4. James Lickwar (Duc); 5. Kurt Andrews (Duc).

BOT OPEN: 1. John Hilton (Duc); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Douglas Newhouse (Duc); 5. James Lickwar (Duc).

BOT F-1: 1. Scott Liles (Duc); 2. Craig Cook (Duc); 3. Pete Johnson (M-G); 4. Douglas Newhouse (Duc); 5. James Lickwar (Duc).

BOT F-2: 1. Mike Voelker (Hon); 2. Pete Johnson (M-G); 3. Kurt Mund (BMW); 4. Mick Ofield (Duc); 5. Ken Botham (Hon).

500 PREM: 1. Todd Henning (Hon); 2. Stephen Mathews (Mat); 3. Jeff Elings (Mat); 4. Don Vesco (Nor); 5. David Fiorelli (BSA).

350 GP: 1. David Roper (AJS); 2. Chuck Huneycutt (Hon); 3. Charles Sexton (Bul); 4. Jim Neuenburg (Bul); 5. Bruce Redding (AJS).

250 GP: 1. Charles Sexton (Bul); 2. Jim Neuenburg (Bul); 3. Craig Morrison (Bul); 4. Ginger Molloy (Bul); 5. Erik Myhre (Duc).

200 GP: 1. Craig Morrison (Bul); 2. Chris Lacruze (Bul); 3. Ginger Molloy (Bul); 4. Fred Tranduc (Bul); 5. Charles Sexton (Bul).

PRE-40: 1. Ralph Auer (BMW); 2. Gordon Menaie (Tri); 3. Doc Batsleer (Ind).

Saturday

F-250: 1. Scott Fabbro (Yam); 2. Mark Henry (Yam); 3. Mick Frew (Yam); 4. Tupper Robinson (Bul); 5. Jeff Elings (Yam).

250 GP: 1. Charles Sexton (Bul); 2. Jim Neuenburg (Bul); 3. Larry Poons (Duc); 4. Erik Myhre (Duc); 5. Michael Gontesky (Duc).

CLSS C: 1. Ralph Auer (BMW); 2. Gordon Menzie (Tri); 3. Fred Mork (Nor); 4. Doc Batsleer (Ind).

500 SPTSMN: 1. Ralph Auer (BMW); 2. Todd Henning (Hon); 3. Jay Niederst (Hon); 4. Timothy Stancill (Hon); 5. Swiss Niederberger (BSA).

CLSSC 60: 1. Stephen Mathews (Mat); 2. Jeff Elings (Mat); 3. Don Vesco (Nor); 4. Virgil Elings (AJS); 5. Bruce Redding (AJS).

BOT 2-SRTK: 1. Todd Henning (Yam); 2. Scott Fabro (Yam); 3. Drew Swanson (Yam); 4. Rick Newman (Yam).

SOS F-2: 1. Stephen Mathews (Mat); 2. Eric Sherrer (Dub); 3. Benjamin Morse (Hon); 4. Jay Niederst (Hon); 5. Steve Stone (BSA).

SOS F-3: 1. Bruce Redding (AJS); 2. Michael Gontesky (Yam).

SOS 2-STRK: 1. Chris Lacruze (Hon).

BOT OPEN: 1. John Hilton (Duc); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Douglas Newhouse (Duc); 5. Lloyd Johnson (Duc).

BOT F-2: 1. Mike Voelker (Hon); 2. Pete Johnson (M-G); 3. Kurt Mund (BMW); 4. Mick Ofield (Duc); 5. Ken Botham (Hon).

350 GP: 1. David Roper (AJS); 2. Chuck Huneycutt (Hon); 3. Virgil Elings (AJS); 4. Steven Cocking (Suz); 5. Erik Green (AJS).

F-500: 1. Rick Newman (Yam); 2. Mick Frew (Yam); 3. Tupper Robinson (Duc).

750 SPTSMN: 1. Kevin Johnson (Nor); 2. Paul Lima (Nor); 3. Craig Weeks (Yam); 4. Ivan Messina (BMW); 5. Dino Bortolini (BMW).

F-750: 1. Anthony Morrison (Yam); 2. Gary Slabaugh (Nor); 3. Will Harding (M-G); 4. Calvin Lewis (Nor); 5. Dave Russell (BSA).

500 PREM: 1. Stephen Mathews (Mat); 2. Don Vesco (Nor); 3. Jeff Elings (Mat); 4. Larry Poons (See); 5. Philip Parton (BSA).

F-VINT: 1. Paul Lima (Nor); 2. Anthony Morrison (Yam); 3. Rick Newman (Yam); 4. Bernard Juchli (BSA); 5. Calvin Lewis (Nor).

BEARS: 1. Walt Dorsch (W-R); 2. Pete Johnson (M-G); 3. Benjamin Welch (Tri); 4. Mick Ofield (Duc); 5. Kurt Mund (BMW).

SOS F-1: 1. Walt Dorsch (W-R); 2. Jody Hendley (Bon); 3. Stuart Knigge (Yam); 4. Larry Hanlon (MZ); 5. Craig Wright (Bon).

BOT F-1: 1. Craig Cook (Duc); 2. Pete Johnson (M-G); 3. Douglas Newhouse (Duc); 4. Lloyd Johnson (Duc); 5. David Fine (M-G).

BOT F-3: 1. Mike Voelker (Hon); 2. Ken Botham (Hon); 3. Ben Bostrom (H-D); 4. Eric Bostrom (H-D); 5. Jody Henley (H-D).

350 SPTSMN: 1. Todd Henning (Hon); 2. Timothy Stancill (Hon); 3. Gary Swan (Hon); 4. Tim Sheedy (Hon); 5. Tom Grimmel (Hon).

200 GP: 1. Craig Morrison (Bul); 2. Chris Lacruze (Bul); 3. Ginger Molloy (Bul); 4. Fred Tranduc (Bul); 5. Bob Sinclair (Par).

PRE-40: 1. Raph Auer (BMW); 2. Gordon Menzie (Tri); 3. Doc Batsleer (Ind).

Upcoming Rounds:
Round 5 - Mount Meridian, IN, May 11-12
Round 6 - Grattan, MI - June 15-16

AHRMA/Classic Bike Magazine Dirt Track Series: Rounds 1 & 2

Mulder's blustery blockbusters

By Dave DuVarney
Photo by Andrea Phillips

ROSAMOND, CA, APR. 12

Team Eddie Mulder had everything prepared on the Willow Springs half mile, but he couldn't control the weather which was cold and windy.

Yet the show went on and the riders battled each as well as the elements during the Friday night TT and Saturday night half mile which also doubled as rounds one and two of the AHRMA/

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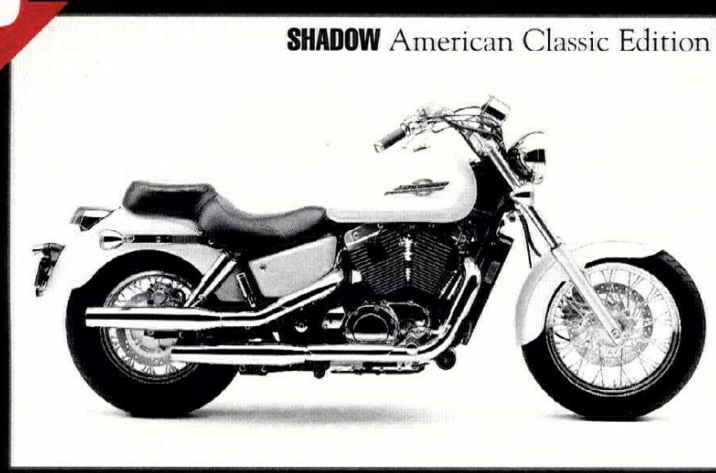

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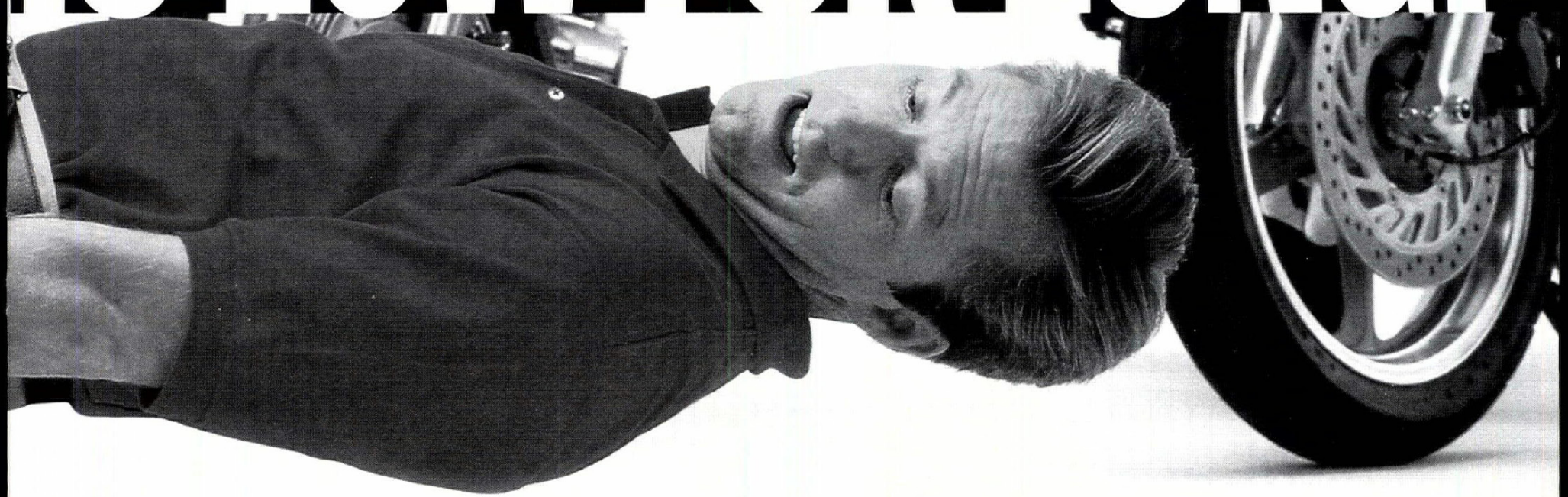

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Classic Bike Magazine National Dirt Track Series.

On Friday, Northern California rider Butch Cochran came on down from the "garlic capital of the world," Gilroy, California, to win the Modern 250cc class. Cochran had the pole on his trusty Honda, but it was Gary Davis leading the pack toward turn one. As they came around for the first lap it was Cochran in the lead, a position he would hold until the end.

Davis took part in six of the events, opening the evening with a win in the Dinosaur class. Off the line, John Dupree put his Royal Enfield into turn one first, but it didn't take long until Davis and his Triumph 500 took over the lead. Davis would end up taking the win. In the Classic 350-750cc division, Herb Wolff held on to the momentum from his heat-race win, pulled the holeshot in turn one and held off Davis at the flag for victory.

Eddie Mulder found the time to saddle up his old Triumph and take it out for a ride. After being placed on the back row, Mulder made quick work of the Senior class. Charlie Southgate took second and Mickey Alzola third.

Saturday evening's half mile races might as well have been called the "Tom Horton Show" as of the 150 entrants on hand the former National rider was the one who walked away with the most trophies. Horton's first win of the evening came in the Classic 250cc class. John Dupree pulled the holeshot over Horton, but as they came around for lap two Horton got past Dupree. The two banged bars for six laps, bringing the crowd to its feet, and at the flag it was Horton who took the victory. Pumped from that win, Horton repeated his act in the Modern Vintage 250cc class, the Modern Vintage 300-600cc class and the Modern Vintage 600-750cc class as well.

Mulder scored his second Senior-class win in as many days while Davis picked up a win in the Classic 500cc class. Art Carter won the Dinosaur class to cap off what all who attended agreed was a successful weekend of vintage dirt track racing. CN

Willow Springs International Raceway
Rosamond, California
Results: April 12, 1996
(Rounds 1 and 2 of 12)

Friday

SR: 1. Eddie Mulder (Tri); 2. Charlie Southgate (Tri); 3. Mickey Alzola (Tri); 4. John Kent Jr. (Tri); 5. Terry Pratt (BSA).

DINO: 1. Gary Davis (Mat).

CLSSC 250: 1. Tom Horton (Hon); 2. Gary Davis (Hon); 3. J.D. Janiec (BSA); 4. Jack Ausmus (BSA); 5. Jim McMurren (H-D).

CLSSC 300-750: 1. Herb Wolff (Tri); 2. Gary Davis (Tri); 3. Jeff Tulinius (BSA); 4. Gary Bishop (BSA); 5. Eugene Smith (Hon).

MDRN VINT 250: 1. Butch Cochran (Hon); 2. Don Fronenberger (Yam); 3. Art Carter (Bul); 4. Joe Hoogerhyde (Bul); 5. Rich Traitt (Oss).

MDRN VINT 300-600: 1. Tom Horton (Hon); 2. Butch Cochran (Hon); 3. Paul Herman (Yam); 4. Gary Davis (Hon); 5. Art Carter (Hon).

MDRN VINT 601-750: 1. Scott Dunlavey (Yam); 2. Tom Horton (Yam); 3. Eddie Mulder (Tri); 4. Steve Hensley (BSA); 5. Chuck Joyner (Tri).

Saturday

SR: 1. Eddie Mulder (Tri); 2. Charlie Southgate (Tri); 3. Mickey Alzola (Tri); 4. John Kent Jr. (Tri); 5. Warren Adams (Yam).

DINO: 1. Art Carter (AJS); 2. Gary Davis (Tri); 3. Craig Breckon (Tri); 4. Mickey Alzola (H-D); 5. Tom Hensley (Ind).

CLSSC 250: 1. Tom Horton (Hon); 2. John Dupree (H-D); 3. Rich Trait (Oss); 4. John Apple (H-D); 5. Julian Arthur (H-D).

CLSSC 500: 1. Gary Davis (Yam); 2. Rick Rockhold (Tri); 3. Dan Waller (H-D); 4. Art Carter (Mat); 5. Keith Johnson (BSA).

MDRN VINT 250: 1. Tom Horton (Yam); 2. Brian Coakley (Bul); 3. Brian Maxwell (Yam); 4. Don Franenberger (Yam); 5. Gary Davis (Hon).

MDRN VINT 300-600: 1. Tom Horton (Hon); 2. Paul Herman (Yam); 3. Art Carter (Hon); 4. Gary Davis (Hon); 5. Marvin Moore (Yam).

MDRN VINT 601-750: 1. Tom Horton (Yam); 2. Chuck Joyner (Tri); 3. Mikey Kirby (Tri); 4. Gary Davis (Tri); 5. Scott Dunlavey (Yam).

Upcoming Rounds:
Round 3 - Hanford, CA, May 18
Round 4 - Budds Creek, MD, June 8

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SATURDAY, MAY 4TH			SUNDAY, MAY 5TH		
Race #1	8:00 a.m.	Unclassified	Race #6	8:00 a.m.	Vintage, Classic, Dual-Sport & 4-Stroke
Race #2	9:30 a.m.	Senior/Magnum/Super SR.	Race #7	9:00 a.m.	250cc
Race #3	11.15 a.m.	Kids Event	Race #8	10:30 a.m.	Veterans
	12:00 p.m.	Lunch		12:00 p.m.	Lunch
Race #4	1:00 p.m.	0-175cc & Women	Race #9	1:00 p.m.	500cc
Race #5	3:00 p.m.	Team Challenge	Race #10	2:45 p.m.	Quads & Sidecars

Entry Information:
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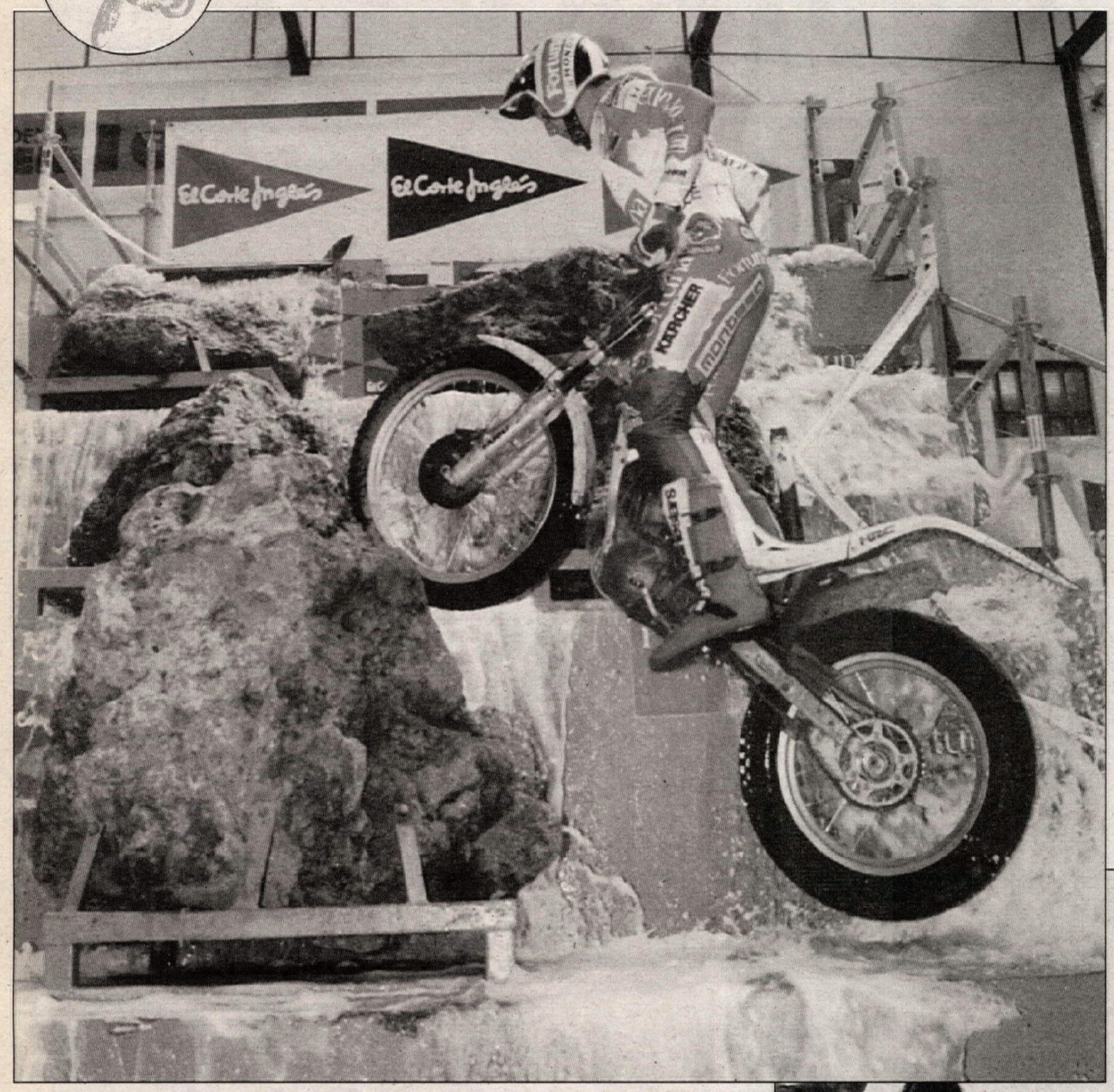
Round 1: Navacerrada, Spain



Colomer's hot hand

By John Dickinson

NAVACERRADA, SPAIN, APR. 13-14

Marc Colomer, the 21-year-old Spaniard who completely dominated the 1995-96 World Indoor Trials Series, showed everyone that he means business outdoors as well in 1996 with a blistering win at the opening round of the World Trials Championship, staged in his native Spain.

Colomer, mounted on his HRC-powered 1997 Montesa prototype, led the event throughout the 14-section, three-loop event, which was staged over two days, to grab the all-important 20 points along with his eighth career World Championship victory.

Second place went to seven-time World Champion Jordi Tarres, whose form has not been good over the winter, causing him to lose two Spanish Championship rounds to Colomer. Even so, his fellow competitors took notice that just as he rode into the first section, Tarres' form suddenly came back.

The Spanish Trial was staged at the base of the snow-capped mountains just 30 miles north of Madrid, and although the Spanish capital itself is not known as a trials hotbed, an estimated 10,000 fans turned out to give their heroes some vocal support.

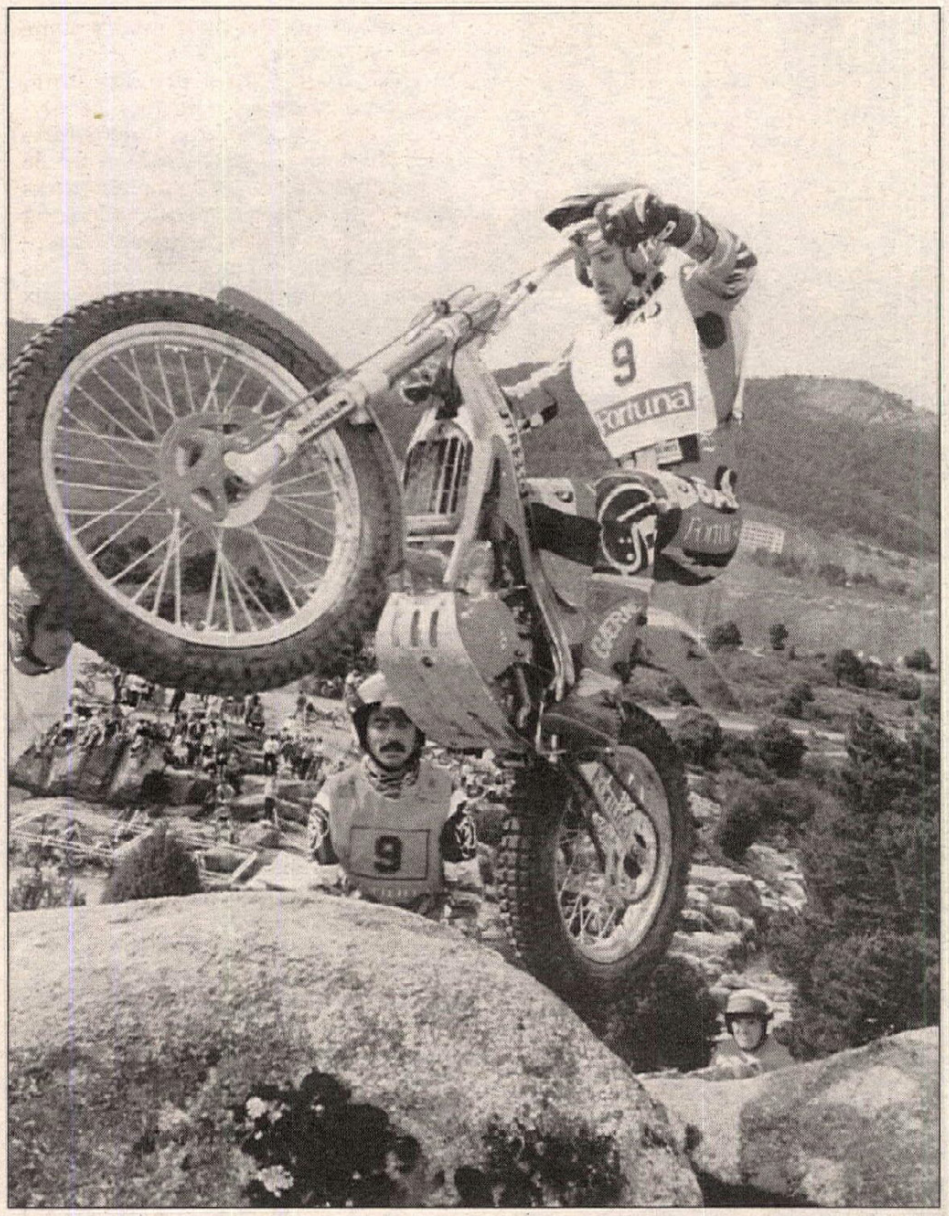
That Spain would provide long, tough, difficult - not to mention dangerous - hazards was pretty much a foregone conclusion, but when 32 of the 36 starters collected a maximum five marks on the very first section, a challenging weekend was in the cards. The exception was actually Tarres, who used his unrivaled experience to somehow coax and drag his Gas Gas 270 to the top of the opening rock climb.

But the section turned out to be something of a false start. From there on in, Colomer took charge and romped through the next four dry, dusty, rocky sections absolutely clean while his immediate rivals - Tarres, Doug Lampkin and a rejuventated Amos Bilbao all looked nervous and tense, dropping all manner of points everywhere.

The ninth section was different, set in a stiff-flowing and very slippery mountain stream which brought both Colomer and Tarres to a standstill while Lampkin and Bilbao aced the obstacles with single-dab rides.

Colomer then pulled a ride right out

(Left) Marc Colomer continued his recent hot streak with a win at the opening round of the World Observed Trials Championship Series in Spain. Here, Colomer negotiates the tricky final section, which was actually held indoors. (Below) Seven-time World Champion Jordi Tarres got off to a slow start in Spain but rallied to a second-place finish.



(Left) The ever-flamboyant Amos Bilbao completed the all-Spanish podium after surpassing Doug Lampkin on the final loop.
(Right) Steve Colley (8) has had better days than those he experienced in Spain. The Brit struggled all weekend - despite his brilliance on the indoor section - and came away 11th.
(Below) New kid on the block: Competing on a Honda-powered HRC prototype, 16-year-old Japanese Champion Takahisa Fujinami carded 19th in his World Championship debut.

of the blue with a single-dab ride on the 10th hazard where everyone else maxed out. Only Japanese star Takumi Narita managed to surmount yet another difficult step at number 12 while Colomer threw a temper tantrum after drowning out his Montesa on the easy river crossing. He balanced and managed to kick it back to life but failed on the step as he was close to the three-minute time limit and also down on power after the drowning.

The final section of the loop was back in the start area and was actually an indoor section, staged in a sports arena and featuring large rocks set on stepped stage. Water was pumped over the rocks to make a pretty-spectacular waterfall. This proved to be very difficult and surprisingly took indoor celebrities Colomer, Tarres and last year's sensation Kenichi Kuroyama for 5s. The real stars were Bilbao and Steve Colley, who made the section look easy.

Colomer led after the first loop with a 28-point total, but it was a mad scramble behind him with Tarres at 34, and Bilbao, Ahvala and Lampkin at 35. Lampkin had a successful protest to thank for his score, as he was originally credited with 39.

Sunday saw all the contenders set out in a more purposeful mood to attack two laps of the same hazards. Colomer was straight into top form to rip off the best loop of the weekend, during which he lost just 16 marks - which was just about half the loss of the reigning champ Tarres. Lampkin and Kuroyama were on a charge, posting excellent laps of 31, and Bilbao continued his return to form with 27.

The final circuit again saw Colomer with a score of 20 to finish on 65 and cement the victory.

"This was the result I wanted," Colomer said. "I was angry on Saturday when the engine took in water, but there were no problems today."

Tarres, who languished in a disappointing fifth after the second loop, showed that he can never, ever be discounted, fighting back with a determined 22-point loop to finish second, although he was a full 22 points behind the dominating Colomer.

"Sure the result is not good and we had some problems, but second is okay, yes!" Tarres said.

Lampkin, in a seemingly safe second place after two loops, was cruising safely around on the final circuit when the wheels inexplicably came off his bandwagon and he fived the last three hazards, which let in a grateful Bilbao to complete an understandably popular Spanish 1-2-3 finish. Afterward, Bilbao was laughing and joking with the disconsolate Lampkin, who took the jests well.

"I beat you today, Doug," Bilbao said to Lampkin. "And (I will) again next week in Britain I think. Where did you finish last year at Hawkstone Park? Fourteenth, I think!"

"Not this year," Lamkin replied.

The big disappointment of the weekend was the result of Colley, who languished back in 11th place even though his lap scores of 1-1-1 on the indoor section were in a class of their own. Even Colomer and Tarres lost 10 and 13 against Colley's 3. That was apparently no consolation to the Brit.

"I was absolute rubbish," Colley said. CN

Spanish World Trial
Navacerrada, Spain
Results: April 13-14, 1996

1. Marc Colomer (Mon) 65 points; 2. Jordi Tarres (G-G) 82; 3. Amos Bilbao (G-G) 92/10 cleans; 4. Doug Lampkin (Bet) 92/9; 5. Kenichi Kuroyama (Bet) 98; 6. Bruno Camozzi (G-G) 99; 7. Marcel Justribo (Bet) 109; 8. Takumi Narita (Bet) 113; 9. Tommi Ahvala (Fan) 115; 10. Joan Pons (Fan) 117; 11. Steve Colley (G-G) 118/10; 12. Diego Bosis (G-G) 118/3; 13. Donato Miglio (Bet) 128; 14. Gabriel Reyes (Mon) 132; 15. Jose-Antonio Benitez (G-G) 136; 16. Graham Jarvis (Sco) 137; 17. Joachim Hindren (G-G) 138; 18. Piero Sembenini (G-G) 140; 19. Takahisa Fukinami (Hon) 144; 20. Tomoyuki Ogawa (Bet) 151.

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES STANDINGS (After 1 of 10 rounds): 1. Marc Colomer (20 points/1 win); 2. Jordi Tarres (19); 3. Amos Bilbao (15) 4. Doug Lampkin (13); 5. Kenichi Kuroyama (11); 6. Bruno Camozzi (10); 7. Marcel Justribo (9); 8. Takumi Narita (8); 9. Tommi Ahvala (7); 10. Joan Pons (6); 11. Steve Colley (5); 12. Diego Bosis (4); 13. Donato Miglio (3); 14. Gabriel Reyes (2); 15. Jose-Antonio Benitez (1).

Upcoming Rounds:
Round 2 - Great Britain, April 20-21
Round 3 - Ireland, April 27-28

Briefly...

Doug Lampkin protested a bizarre incident on the third section during the opening loop when an official grabbed the forks of the Brit's Beta - thinking that Lampkin was about to fall - and promptly awarded him five marks. After the event, Lampkin told the international jury that he was in no trouble and that he would have gotten out of the section with the one point he had already lost just as the official pounced. Lampkin was awarded the 1 on the grounds that the section official had no right to intervene when Lampkin's official assistants - father Martin and cousin John - had left him alone.

Tommi Ahvala bravely rode to ninth in Spain despite pain from his injured right shoulder, which he dislocated at a recent indoor event. "It is very painful, and in most danger of damage on the downhills," the 1992 World Champion said. "But most of the sections go up."

Takahisa Fujinami, the 1995 Japanese Champion, rode his first World Championship trial in Spain. The latest wonderboy from Japan followed in the wheel tracks of last year's Japanese rising son, **Kenichi Kuroyama** to finish 19th.

Speaking of **Fujinami**, the 16-year-old rode a **prototype machine** similar to the Montesa of **Marc Colomer** but featuring HRC logos (Honda owns Montesa). The chassis was designed in Spain and built in Italy. The engine was designed in Japan by HRC but built at the Honda plant in Italy, and the machines were assembled at Montesa in Spain. When put into production after December as '97 models, the bikes will be sold as Montesas in Europe but as Hondas in Japan. In America...?

There is much **speculation** over the **number of gears** in the bikes used by the factory riders in the World Championship rounds this year. Gas Gas insists that **Jordi Tarres** is using a four-speed cluster. Bottom gear is never used by the top riders, and for closed-circuit World Rounds, no top gear is used either. It is almost certain that **Doug Lampkin** is also running a four-speed box in his factory Beta for the same reason. Much speculation centers on the Honda/Montesas of **Marc Colomer** and **Takahisa Fujinami** as the factory remains tight-lipped. Outsiders reckon it as a four-speed cluster as the rear crankcase is very narrow on the HRC-designed engine. Insiders hint at a five-speed cluster.

Top Spanish prospect 16-year-old **David Cobos** is now almost fully recovered from a broken thigh bone, an injury he sustained as the result of a moped accident earlier this year. The Gas Gas rider had the European Championship as his focal point this year but missed the first round due to his injury. Cobos was seen at the Spanish round with his mentor **Andreu Codina**.

Levesque rolls over

By Paul Clipper/Trail Rider Magazine

MODENA, NY, APR. 14

Yankees are a tough breed. You've heard it said all your life, but it must be true. Four hundred twenty stalwart souls packed the parking area at the Lembo Lake Motocross Park for the second event on the AMA/District 1 NETRA Hare Scrambles schedule, regardless of nasty weather that made a "rollover" day seem like a good idea. That's when you wake up, look out the window at the cold, gray rain, and then roll over and go back to sleep.

Saturday was unseasonably cold and damp, and then Saturday night the rain started in earnest. It poured down buckets and was certain to destroy whatever solid dirt Lembo had to offer after this long, rotten winter. We expected just the hard-cores to show up, but the Tri-State Trail Riders instead filled the place to capacity. So what if the mud was ankle-deep in the entire parking area, or that the motocross track itself was largely under water? If you don't like riding in mud, you just don't ride!

CRE-sponsored National Enduro rider Kevin Hines likes to ride in the mud, and he attracted the most attention before the Expert/Amateur race, but there was plenty of competition on the AA-class line to keep him honest. His luck held until the second turn, when he laid down his CRE in a traffic tangle while running in third. "I had a great start, but then I crashed for just a second, and then got up and crashed again right away," he admitted. "That's when I realized my front brake lever was jammed on, and by the time I fixed it I was dead last."

While Hines began a charge towards the front, Josh McLevy had grabbed the lead and ran off with it, building up a solid one-minute cushion over second place by the finish of the first lap. McLevy was no stranger to Lembo, having finished second overall at the final race there last season, and he was ready to stretch out his lead for all it was worth while the rest of the pack sorted itself out in the mud. McLevy's day slowed down considerably shortly after the start of the second lap of the five-mile course, when he smashed his Honda's chain guard and eventually had to stop and remove it to get going again. Now it was McLevy's chance to play catch-up, after Hines and the rest passed him by.

The lead passed over to Todd Levesque, third in the NETRA series in 1995, riding a YZ250 for Pub Racing and a host of other sponsors. Levesque rode the course as if it were dry as punk, and seemed to have no trouble in the mud, lap after lap. Behind Levesque, but a minute back, began a three-way battle between Hines, Manchester Honda's Dave Gunn (KTM), and Midtown Kawasaki's Randy McCann, riding a KX250.

McCann, Gunn and Hines continued to swap the lead back and forth for two laps of exciting racing, but Levesque was on a tear and had stretched his lead to a full two minutes. Barring a tremendous catastrophe, it was obvious that Levesque was out of everyone's reach for the rest of the day.

By the fourth lap Hines emerged from the woods in a solid second place, but still a minute behind Levesque.

"I was riding pretty lethargic at that point," Hines said, "My crew told me he was running away, but hey, I'm an enduro rider! By that time I wasn't racing anymore, just riding for exercise. The woods were nothing but standing water, and when you changed your line you couldn't see anything under the water. I figured Ohio was coming up (National Enduro) and I didn't want to risk anything more, so I didn't chase Levesque."

Instead Hines followed behind, anywhere from 50 seconds to a minute and a half, and rode out the race in second place. Behind the two fruntrunners, the times started spreading out, but when the seventh and last lap finished up, it was McLevy in third after a heroic recovery from his mechanical woes on the second lap. Fourth overall went to Patrick Timothy, and fifth to Wes Clarke, back from

(Above) Todd Levesque scored the overall win at the NETRA Lembo Lake Hare Scrambles in New York.
(Left) Michelle McKinnon aced the Women's class which featured 11 entries.
(Below) Kevin Hines had problems early on but salvaged second overall.

(Above) More than 300 riders turned out for the event despite the muddy conditions.

"retirement" and ready for a long season of NETRA hare scrambles. Rory Eastman was the first Expert rider to cross the finish line, earning himself the "A-class overall, and Dave Vallee rode his KTM to the top B-class placing, winning the Amateur overall trophy. The top C-class rider award went to Greg Hessier.

Earlier in the day the Minis, Juniors and Women took their turn in the mud, on a shorter course, and at the finish it was Pub Racing's Brian Lawson just bumping out NETRA's '95 Mini Enduro Grand Champion Drew Carpenter for the Junior-class win, both riding Yamahas. Mike Peristere was the top-finishing Mini-class rider, edging Jason Larocca for the first-place plastic. In a Women's class that was relatively crowded with 11 entries, Michelle McKinnon took first place, followed by Sally Haber and Kim Merchant.

McKinnon finished second in the NETRA series' Women's class last year, and is off to a strong start already this season.

Considering the crowded races and the sloppy conditions, the scoring went reasonably fast, and the Tri-State club had trophies handed out and racers on their way by eight o'clock Sunday evening. Two down, only 16 to go. CN

Lembo Lake
Modena, New York
Results: April 14 (Round 2 of 18)

GRAND CHAMPION: Todd Levesque (Yam).
O/A A: Rory Eastman.
O/A B: Dave Vallee (KTM).
O/A C: Greg Hessier.
AA: 1. Kevin Hines (CRE); 2. Josh McLevy (Hon); 3. Patrick Timothy (Hon); 4. Wes Clarke (Hon); 5. Dave Gunn (KTM).
OPEN A: 1. Mark Burdick (KTM); 2. Paul Blanquart (Hon); 3. Bill Haelsen (CRE); 4. Dave Simcock (Hon); 5. Jim Simcock (Hon).
250 A: 1. Rick Claxton (Hon); 2. Arthur Menzel (Kaw); 3. Kevin Paine (Hon); 4. D.J. Lis (Hon); 5. Kevin Wall (Kaw).
200 A: 1. Kevin Law (Yam); 2. Hans Neff (KTM); 3. Brian Barnes (Kaw); 4. Luke McNeil (KTM); 5. Jason Watkins (Kaw).
SR A: 1. Jerry Harris (Suz); 2. Jerry Randall (Hus); 3. Frank Ackerman (Suz); 4. Victor Tiship (KTM); 5. Richard Tessier (Hon).
VET A: 1. Norm Turnberg (Yam); 2. Steve Michalski (Suz); 3. Shannon Danyieko (Yam); 4. Russell Bain (Hon); 5. Douglas Hansen (Hon).
4-STK A: 1. Jerry Shinners (Kaw).
OPEN B: 1. Adam Matthews (KTM); 2. Glenn Dougherty (KTM); 3. Sean O'Donovan (Hon); 4. Doug Walker (KTM); 5. Ken Poemer (KTM).
250 B: 1. Bruce Yuill (Yam); 2. Chad Hedges (Hon); 3. Jim Cooney (Suz); 4. Dan Devine; 5. Dave Clark (Hon).
200 B: 1. Joe Benedetto (Suz); 2. Matt Jalbert (Yam); 3. Robert Santheson; 4. Scott Forlina (Yam); 5. Chris Simpson (Kaw).
SR B: 1. Larry Piers (Suz); 2. Rick Hesser (Kaw); 3. Tim Moore (KTM); 4. Gerard Labelle (Kaw); 5. Kerry Koeller.
VET B: 1. Jarold Bowen Jr. (Kaw); 2. Ray Van Guilder (Kaw); 3. Kenny Held; 4. Ron Lemieux; 5. Mike Baldwin.
4- STK B: 1. Gus Bender (Hon); 2. Bob White (Hon); 3. Todd Lemin (Hon); 4. Mike Chop (Hon); 5. Pat Fogarty (Hon).
S/SR: 1. Gary Doerr (Kaw); 2. Dave Verdetto (Hus); 3. Jack Schwartz (Kaw).
OPEN C: 1. Brian Erickson (Hon); 2. John Fitzpatrick (Hon); 3. Stephen Warner (Kaw); 4. Brian Sachetti (Hon); 5. Adam Matteau (ATK).
250 C: 1. Andrew Brackett (Hon); 2. Clyde Wensing III (Suz); 3. Jason Stella (Hon); 4. Dave Walker (Yam); 5. Brian Savoie (Yam).
200 C: 1. John Lawrence (Yam); 2. James Haguire (Kaw) 3. Chris Coakis (Kaw); 4. Todd Frias (Kaw); 5. John Matte (Kaw).
125 C: 1. Kevin Sean (Hon); 2. Dave Wager (Kaw); 3. Zep Belski (Yam); 4. Richard Bernelli (KTM); 5. Sean Greene (Suz).
SR C: 1. Tim Sylvester; 2. Steve Daus (Suz); 3. Mark Jolley (Hon); 4. George Olsen (Hus); 5. Doug Stroh Sr. (Suz).
VET C: 1. Rick Erickson (KTM); 2. Bill Wilson Jr. (Hon); 3. Eric Reinhard (ATK); 4. Mike Knight (Kaw); 5. Robert Foster (Hon).
4-STK C: 1. John Morrison (Hon); 2. Erik Mars (Suz); 3. Floyd Maynard (Hon); 4. Steven Deschamps (Hon); 5. Roger Crandell (Yam).
WMN: 1. Michelle McKinnon (Hon); 2. Sally Haber (Kaw); 3. Kim Merchant (Hon); 4. Dawn Shayer (Hon); 5. Amanda Young (Kaw).
JR: 1. Brian Lawson (Yam); 2. Drew Carpenter (Yam); 3. Eric Rougeau (Yam); 4. Larry Piers (Suz); 5. Scott Robert (Hon).
MINI: 1. Mike Peristere (Yam); 2. Jason Larocca (Kaw); 3. Nathan Kanney (Yam); 4. Robert Rame Jr. (Suz); 5. Josh Lazio.

Upcoming Rounds:
Round 3 - Fishouse, NY, May 12
Round 4 - Chepachet, RI, May 19

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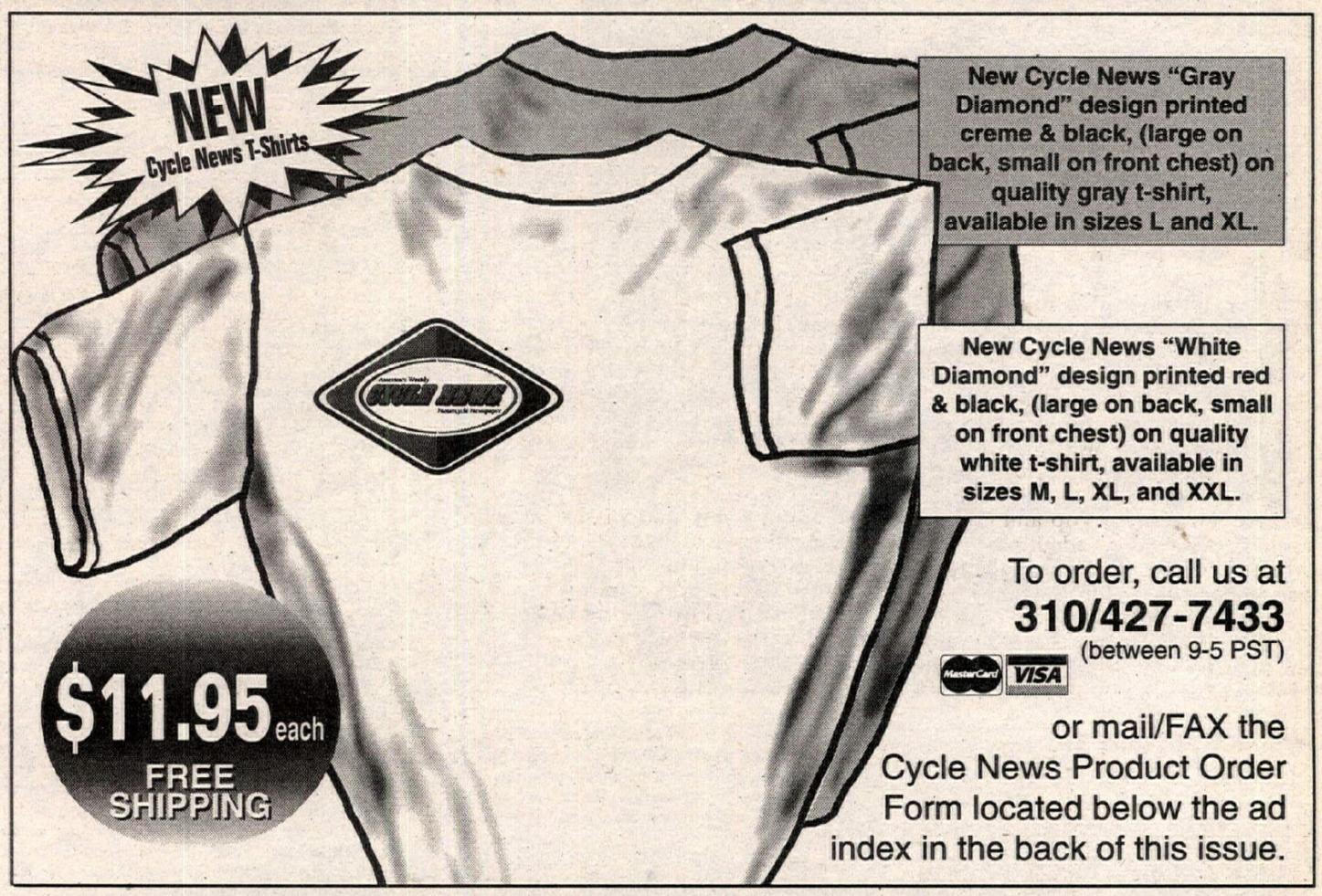

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(Above) Chuck Clark (12) won both 125cc Beginner motos to take the class win in the Saturday night motocross action at Starwest Supercross Park.
(Left) Rob Healey (4) styled his way to 30+ and 35+ Intermediate-class wins in the GFI Super Saturday MX at Perris Raceway.

Wallace prevails at Starwest Motocross

By Tony Alessi

PERRIS, CA, APR. 6
Cale Wallace pushed his Axo-backed Yamaha to a double-moto victory during Saturday night racing at Starwest Supercross Park.

Wallace found traction on the concrete starting pad and pulled the holeshot during the first moto of the 80cc (9-11) division. Daniel Taft, however, gated poorly and later fell while trying to catch Wallace.

"I think I can beat Cale," said Taft. "I just have to start out with him."

Wallace went on to the first-moto victory while Taft recovered to take second in front of Shane Fox and Jason Medina.

The second moto saw Taft get his chance when he fell into line right behind Wallace at the start. The two preteens battled for three laps before Taft made his move by passing and pulling away from Wallace. But Wallace, not one to throw in the towel, dug down and found the extra speed to repass Taft. In the end, Wallace went undefeated and posted the overall win in front of Taft, Fox and Medina.

Chad Gores again proved to be a dominant force in Pee Wee competition by topping the charts on both the main track and the Pee Wee track. Gores had to work for the win on the main track after an eight-lap battle with both Kameran Scott and Cody Longenecker.

While Gores was busy fighting up front, Brandon Millin gradually worked his way up from outside the top 10. During the final laps, Million put the pedal to the metal and passed Longenecker, Travis, Christensen and Warren Davis to secure the runner-up spot behind the champ Gores. Heavy favorite Bryce Terzian had an off night and finished fifth, well off the pace of the leaders.

Results

Pee Wee Track
STK A: 1. Bryce Terzian (KTM); 2. Chad Gores (KTM); 3. Brandon Million (LEM); 4. Warren Davis (KTM).
STK B: 1. Cody Bradbury (KTM); 2. Cody Longenecker (KTM); 3. Phillip Aube (KTM); 4. Tylor Pineda (KTM); 5. Jon McCarthy (KTM).
STRTR (4-6) D-1: 1. Roberto Jiron (Yam); 2. Michael Hall (KTM); 3. John Alek (Yam); 4. Jon Baltas (LEM); 5. Johnny Rakosky (Yam).
(4-6) BEG STK: 1. Bruce Rutherford (KTM); 2. Travis Christenson (KTM); 3. Kalin Goodsite (KTM).
(7-8) BEG STRTR: 1. Brys Kuntz (LEM) 2. Gerald Rodriguez (KTM); 3. David Hough (LEM); 4. Dave Greene (KTM).
STRTR (7-8): 1. Michael Yardley (Yam); 2. J.D. Mendall (Yam); 3. Bermshot Cunningham (Yam); 4. Nick Armstrong (Yam); 5. Michael-Failla (Yam).
MOD A: 1. Chad Gores (KTM); 2. Brandon Million (LEM); 3. Bryce Terzian (KTM).
MOD B: 1. Michael Perry (KTM); 2. Kameron Scott (KTM); 3. Tylor Pineda (KTM); 4. B.J. Bohrer (KTM); 5. Mike Meade (LEM).
MOD BEG: 1. Kalin Goodsite (KTM); 2. Travis Christen (KTM).
STRTR (4-6) D-2: 1. Brady Huniley (KTM); 2. Donnie Kearney (KTM); 3. Blake Baggett (Lem); 4. Mark Bliss (KTM); 5. Nick Harriman (Yam).
Main Track
50 (4-6) STK: 1. Chad Gores (KTM); 2. Brandon Million (KTM); 3. Cody Longenecker (KTM); 4. Warren Davis (KTM); 5. Bryce Terzian (KTM).
50 (4-6) MOD: 1. Michael Perry (KTM).
50 (7-8) STK: 1. Taylor Pineda (KTM); 2. David Hough (LEM); 3. Gerald Rodriquez (KTM); 4. Brys Kuntz (LEM).
50 (7-8) MOD: 1. Mike Alessi (KTM); 2. Jarred Browne (LEM).
60 (6-8): 1. Jet Browne (Kaw); 2. Mike Alessi (Kaw); 3. Jeff Loop (Kaw); 4. Justin Workman (Kaw); 5. Chris Alek (Kaw).
60 (9-11): 1. Carlos Gonzalez (Kaw); 2. Jason Medina (Kaw); 3. Tyson Talkington (Kaw); 4. Scott Haddad (Kaw).
80 (0-11): 1. Cale Wallace (Kaw); 2. Daniel Taft (Suz); 3. Shane Fox (Kaw); 4. Jason Medina (Hon).
80 (12-13): 1. Sean Hamblin (Yam).
80 BEG: 1. Sean O'Connor (Yam); 2. Chris Paulson (Hon); 3. Mark Valcore (Yam); 4. Richard Albach (Yam); 5. Danny Mohr (Hon).
80 WMN: 1. Shannon O'Connor (Hon).
125 BEG: 1. Chuck Clark (Suz); 2. Mike Power (Suz); 3. Brian Mller (Suz); 4. Mike Wagner (Hon); 5. Corry Taie (Suz).
125 INT: 1. Daniel Nichols (Suz); 2. Oscar Valdez (Suz).
125 PRO: 1. Shy Fretwell (Suz).
250 BEG: 1. Gary Hein (Suz); 2. David Andrew (Kaw); 3. Faycal Fakhry (Kaw).
250 NOV: 1. Lydon Couch (Yam).
250 PRO: 1. Ed Redman (Hon); 2. Craig Hofmeister (Hon).
500 NOV: 1. Chris Drake (Hon).
25+ BEG: 1. Brian Miller (Suz); 2. Derek Dyncan (Suz); 3. Matt Morgan (Hon).
30+ BEG: 1. Jim Holloman (Hon); 2. Bruce Mortensen (Kaw); 3. Craig Ansman (Kaw); 4. Taylor Jocelyn (Kaw).
40+ NOV: 1. Greg McCarthy (Hon); 2. Doug Stephens (Hon).
40+ MSTR: 1. Chris Schlickenmeyer (Hon).

Healey doubles at Perris MX

By Tony Alessi

PERRIS, CA, APR. 6
N-Style president Robbie Healey stamped his authority over the Vet class by posting a double class win in both the 30+ and 35+ Novice divisions during the return of the GFI Super Saturday MX at Perris Raceway.

Healey fell victim to a poor start during the opening 30+ Novice moto but steadily worked his way towards the front. Leading the race was Ron Mowry on his Kawasaki. Healey spent most of the 12 laps jumping over, cutting under and sliding past the field, and just when he caught Mowry, the white flag waved. Mowry blocked Healey on the final circuit and posted the moto win while Mark Sandzimier finished a distant third in front of Rob Smith and Steve Reeves who completed the top five.

The second moto saw Healey chase down and pass Mowry for the moto and overall victory, which in a nutshell settled the issue of who was the fastest vet of the day.

Healey returned later and handled the 35+ Novice division as well by way of a double moto victory where he topped Robert Pfetzing and Dave Fava.

Once again Don Upton proved he is the king of Perris with his victory in the combined Pro class. The single Pro race saw Spud Walters get the jump on the pack, but Upton redefined the term "quick study" by simply outsmarting Walters with a new line on the front straightaway. Upton led for the next 16 laps of the 20-lap race but was passed by Walters on lap 17.

Upton remained calm while he plotted his move as he raced a few bike lengths behind Walter. Soon after the white flag waved, Upton once again proved to be the "line master" by double jumping in front of the score tower then squaring off the turn that followed. This put him to the inside of Walters and gave him the edge he needed to squirt by and into the lead. Upton then kept his FMF Honda pinned for the rest of the final lap and posted the victory. Walters settled for second while Chad Pederson celebrated his return to racing with a solid third after he dug his machine out of the bushes when he overjumped the back double.

Results

50 (4-6) STK: 1. Pascal Hernandez (LEM).
50 OPEN: 1. Mike Alessi (KTM).
60 F/T: 1. Eric Cook (Kaw); 2. Gregory Jones (Kaw).
60 BEG: 1. Justin Hargrove (Kaw); 2. Kevin Fava (Kaw); 3. Ryan McIntyre (Kaw); 4. Marc Abernathy (Kaw); 5. Noah Hernandez (Kaw).
80 F/T: 1. David Paulsen (Suz).
80 BEG: 1. Kevin Jennings (Kaw); 2. Broc Wallace (Kaw); 3. Mike Alessi (Kaw); 4. Micky Griffin (Yam); 5. Brian Pappalardo (Yam).
80 NOV: 1. Jake Rossi (Suz); 2. Brandon Staddan (Suz); 3. Chad Gaumer (Hon); 4. J.J. Hall (Yam).
125 BEG: 1. Mike Rossi (Suz); 2. Ryan Orr (Suz); 3. Cliff Jennings (Suz); 4. Jeremiah Povegel (Suz); 5. Brian Horton (Hon).
125 NOV: 1. John Sanders (Suz); 2. Howey Erickson (Hon); 3. Shawn McIntosh (Hon); 4. Garit Wallace (Kaw); 5. Bryan Davis (Yam).
125 INT: 1. Oscar Valdez (Suz); 2. L. Lewis (Hon); 3. Sean Hamblin (Yam); 4. David Hughes (Suz); 5. Wes Carey (Hon).
125 PRO: 1. Don Upton (Hon); 2. Chad Pederson (Kaw); 3. Sean Pagel (Hon).
250 BEG: 1. Terry Beal (Yam); 2. John Hackett (Yain); 3. David Vinlove (Hon).
250 NOV: 1. Cohn Yates (Suz); 2. D.R. McCain (Yam); 3. Chase Bankhead (Hon); 4. Dave Fava (Hon).
250 INT: 1. Lawrence Lewis (Hon).
250 PRO: 1. Spud Walters (Suz); 2. Lars Larsson (Hon); 3. Tomottiro Shibuyama.
500 NOV: 1. Brad White (Hon).
30+ BEG: 1. Mike Sosa (Kaw); 2. Tami Rice (Kaw); 3. Les Abernathy (Hon); 4. Tim McCue (Hon); 5. Lawrence Covelli (Yam).
30+ NOV: 1. Rob Healey (Hon); 2. Ron Mowry (Kaw); 3. Mark Sandzimier (Yam); 4. Steve Reeves (Hon); 5. Rob Smith (Yam).
30+ INT: 1. Jeff Scott (Kaw); 2. Greg Mazzio (Yam); 3. Marc Crosby (Kaw); 4. Brian Allen (Suz); 5. Mark Stroup (Yam).
30+ PRO: 1. Willy Musgrave (Hus).
35+ NOV: 1. Rob Healy (Hon); 2. Robert Pfetzing (Hon); 3. Dave Fava (Hon).
35+ INT: 1. Jim Domann (Kaw).
40+ NOV: 1. Bret Leef (Kaw).
40+ INT: 1. Norm Schiel (Hon); 2. Mark Moore (Suz).
40+ EX: 1. Rich Eierstedt (Hon); 2. Bob Rutten (Hon); 3. Lars Larsson (Hon); 4. Jody Weisel (Yam).

Fitzhugh, Holford fast at Elma DT Championship

By Clay Light

ELMA, WA, APR. 6
National number 49 Chris Fitzhugh put the hammer down on the Expert class and came away with a win at the final round of the Elma Indoor Short Track Series in the Elma Pavilion.

In the Expert class, Troy Rose and Mickey Fay were the heat-race winners, but in the final, Fitzhugh, who rides a Yamaha, pulled out to an early lead and held it for the duration while Rose and Fay battled for second. Fay then hit a slick spot and crashed while attempting to go inside of Rose, allowing Eric Rickman to settle into third, and that was the final finishing order. Fay carved his way through the pack from 10th to fourth to finish one spot ahead of Jason Enderson.

Also joining Fitzhugh in the winner's circle was Pro-Am rider Jeff Holford, who in his class debut, pulled off the upset of the season. Holford led the 10-rider, 15-lap Pro-Am final from start to finish for a win ahead of Todd Hagmann, Mark Patterson, Bob Moran and Christian Vernon. Holford also later won the competitive 30+ Open class, beating Dan Kimbel.

Other impressive rides at the final round affected the series points standings. Such was Tim Mitchell's case in the 40+ class. Oregon's Todd Tracy held a four-point lead coming into the final race, but by virtue of Mitchell's win and a fifth-place finish from Tracy, the title went Mitchell's way. Second in the main went to Lee Jensen while Vince Holt, Dave Mahler and Tracy filled out the top five.

One of the most popular classes of late has been the 80cc DTX class, new for 1996. In the 10-rider A main, Chris Waite went wire-to-wire to beat Michael Rochester, Kyle Bunger, Sean Light, Jerry Hansen and Nick Sellers.

Eric Beers beat minicycle speedster Jake Holden, who earlier won the 80cc A main, for a win in the 250cc A main, clinching the class title.

Results

EX: 1. Chris Fitzhugh (Yam); 2. Troy Rose (Rtx); 3. Eric Rickman (Rtx); 4. Mickey Fay (Rtx); 5. Jason Enderson (Rtx).
PRO-AM: 1. Jeff Holford (Yam); 2. Todd Hagmann (Rtx); 3. Mark Patterson (Yam); 4. Bob Moran (Yam); 5. Christian Vernon (ATK).
OPEN A: 1. Christian Vernon (ATK); 2. Tim Mitchell (Yam); 3. Gary Moore (Hon); 4. Frank Mock (Yam); 5. Nick McBride Sr. (Hon).
250 A: 1. Eric Beers (Hon); 2. Jake Holden (Hon); 3. Robert Rosie (Suz); 4. George Frindiville (Hon); 5. Byron Dotson (Bul).
125 A: 1. Kurt Hawk (Hon): 2. Nick McEride (Hon); 3. Brad Smith (Kaw).
80 A: 1. Jake Holden (Hon); 2. Chris Waite (Hon); 3. Kyle Bunger (Hon); 4. Kurt Hawk (Suz); 5. Brad Smith (Hon).
80 DTX: 1. Chris Waite (Hon); 2. Michael Rochester (Kaw); 3. Kyle Bunger (Hon); 4. Sean Light (Suz); 5. Jerry Hansen (Hon).
60 A: 1. Michael Rochester (Kaw); 2. Kevin Bunger (Kaw); 3. Nick Sellers (Kaw); 4. Tyler Goos (Kaw); 4. Tim Haycock (Kaw).
30+ (250): 1. Robert Rosie (Suz); 2. Todd Hill (Bul); 3. Doug Anderson (Hon); 4. Dana Schoele (Yam).
40+ A: 1. Tim Mitchell (Yam); 2. Lee Jensen (Rtx); 3. Vince Holt (Rtx); 4. Dave Mahler Sr. (Hon); 5. Todd Tracy (Bul).
P/W A: 1. Josh Baker; 2. Derek Harding; 3. Steve Marshall; 4. Doug Rochester.
50 JR: 1. Mike Johnson; 2. Roby Haycock; 3. Dustin Prusczinski; 4. Derek Harding; 5. Justin McMillan.
50 SR: 1. Andy Fay; 2. Tim Haycock; 3. Josh Baker; 4. Derek Stallcop; 5. Tyler Thompson.

250 DTX: 1. Ray DeFord (Hon); 2. Chase Gilbert (Hon); 3. Ed Taylor (Yam).

VINT TW: 1. Gary Beach (Tri); 2. Terry Fowler (Nor); 3. Rod Estes (BSA); 4. Dan Dickinson (Tri).

VINT SGL: 1. Jamie Farrow; 2. Tom Sheard; 3. Ed Taylor.

PRE-UNIT: 1. Ron Predmore (BSA); 2. Greg Sheard (Mat); 3. Dana Johnson (AJS).

30+ OPEN: 1. Jeff Holford (Yam); 2. Dan Kimbel (Hon); 3. Gary Moore (Hon); 4. Nick McBride (Hon): 5. Robert McLemore (Yam).

Casas takes cash at CRC MX

By Greg Robertson

PALMDALE, CA, APR. 7

Eric "Little Guy" Casas came out on top of both Vet Expert-Pro motos to take home first-place money during round two of the California Racing Club's annual Tri-Race Series, held at Los Angeles County Raceway.

Rodney Morrison bolted into the first-moto lead and quickly pulled away from Mark Horton, Jon Zahrt and Casas. Zahrt went down and dropped to the back of the pack on the opening lap as Casas tried to find a way around Horton. Casas hounded Horton for the first half of the race before being able to make a pass into second place, and then set out to reel in Morrison, who enjoyed a 6-second lead. Two laps later Casas outjumped Morrison to lead the field. Casas took the win with Morrison keeping him honest. Zahrt had worked back up to third and was catching the two front-runners before tangling with a lapper and going down again. Zahrt recovered to hold off Horton at the checkers for third.

Morrison had the start wired and grabbed his second holeshot of the day over Zahrt and Horton. Casas' bike bogged off the line, but within a lap he came from last place to run fourth. Zahrt made quick work of Morrison and looked like he was going to run away with the second-moto win. Casas was flying on his YZ125, getting around both Horton and Morrison halfway through the race.

Lapped traffic allowed Casas to close in on Zahrt as the race wound down. Casas cut underneath Zahrt entering a series of whoops and beat him to the other end to grab the lead. Zahrt stayed close, but it was a determined Thousand Oaks/Tru Tec/Stiffie/O'Neal-backed Casas who took the win. Zahrt still went home with second-place money over the Morrison's 2-3 finishes.

Results

P/W (0-6): 1. T.A. Walker (Yam); 2. Shawn Butler (Yam); 3. Bryan Hatchitt (Yam); 4. Billy Ballestero (Yam); 5. Sabrina Fleming (Yam).

P/W (7-9): 1. Aimee Jones (Yam).

S/STK (0-6): 1. Douglas Carter (KTM).

S/STK (7-9): 1. Ty Hames; 2. Robert Memoli (KTM); 3. Brandly Hatchitt (KTM).

60 (0-8): 1. Edward Herring (Kaw); 2. Dave Carter (Kaw).

60 (9-11): 1. Nicholas Burson (Kaw); 2. Troy Tittlemier (Kaw); 3. Jared Tebo (Kaw).

80 BEG: 1. Jason Beauchesne (Yam); 2. John Simanovich (Suz); 3. Jared Tebo (Kaw); 4. Donny Wiggins (Yam).

80 (7-11): 1. Shane Smith (Hon); 2. Chris Nihan (Yam); 3. Scott Howe (Yam); 4. Vincent Rhoads (Yam); 5. Nicholas Burson (Suz).

80 (12-13): 1. Brad Robinson (Hon); 2. Tyson Tittlemier (Hon).

80 (14-16): 1. Levi Reid (Yam).

125 BEG: 1. Jason Ebel (Hon); 2. Jeremy Heil (Suz); 3. Lee Saul (Suz); 4. Lars Lindstrom (Hon); 5. Vito Valenti (Hon).

125 NOV: 1. Jeremy Chaussee (Kaw); 2. Scott Priputen (Yam); 3. Travis Smith (Kaw); 4. Nick Butterworth (Suz); 5. Nick Scott (Suz).

125 INT: 1. Chris Neitzel (Kaw); 2. Mike Gibson (Hon).

125 PRO: 1. Lex Malan (Suz); 2. Erik Lindstrom (Hon).

250 BEG: 1. Chuck St. Romain (Yam); 2. Mike Embry (Yam); 3. Todd Heagstedt (Yam); 4. Mark Jones (Yam); 5. Scott Piccininno (Hon).

250 NOV: 1. Tyler Buck (Suz); 2. Travis Smith (Kaw); 3. Scott McCollough (Yam); 4. Graham Howell (Kaw).

250 INT: 1. Paul Gilmartin (Hon).

500 BEG: 1. Charles Galles (Kaw); 2. Martin Firestone (Hon); 3. Tim O'Donnell (KTM).

500 NOV: 1. Jon Hall (Hon).

JR VET BEG: 1. Joe Casagrande (Yam); 2. Larry Lail (Suz); 3. Brian McKinney (Yam); 4. Arthur Phillips (Suz); 5. Greg Wilkins (Suz).

JR VET NOV: 1. Mike Licitra (Suz).

JR VET INT: 1. Chris Ray (Hon).

VET BEG: 1. Ray Rinker (Yam); 2. Richard Marshall (Hon); 3. Stanley Norwoods (Kaw); 4. Floyd Martin (Hon); 5. Russ Schudler (Yam).

VET NOV: 1. Jerry Asher (Hon); 2. Mike DeStefano (Kaw); 3. Bruce Richards (Kaw); 4. Darrell Sanders (Yam); 5. Brett Allen (Hon).

VET INT: 1. Dean Ostrander (Suz); 2. Randy Tittlemier (Hon); 3. Bruce Tebo (Hon); 4. Harold Smith (KTM); 5. James Coppedge (Yam).

VET EX-PRO: 1. Eric Casas (Yam); 2. Jon Zahrt (Yam); 3. Rodney Morrison (Hon); 4. Leo Saul (Yam); 5. Robert Barnum (Suz).

Eric Casas (103) and John Zahrt battled for the lead in the second Veteran Expert Pro-class moto at round two of the California Racing Club's annual Tri-Race Series, at Los Angeles County Raceway. Casas triumphed and claimed the overall win.

SR BEG: 1. Steve Dunham (Suz); 2. Larry Kirsch (Hon).

SR NOV: 1. Ruthann Renaux (Suz).

SR INT: 1. Scott Smith (Kaw); 2. Michael Bennett (Suz).

SR EX: 1. Ken Renaux (Suz); 2. Mark Neal (Yam); 3. Bob Dunham (Yam).

Whitmire wallops Road Atlanta Motocross

By Barbara Williams

BRASELTON, GA, APR. 6

In his second race ever aboard a 125cc machine, Suzuki pilot Josh Whitmire owned the 125cc B and Unlimited classes and notched a respectable second in the Schoolboy division during round two of the AMA Trans-MX at Road Atlanta MX.

Miserable ambient temperatures didn't seem to bother Whitmire, who is in only his second year of racing, as he took command from the start of each 125cc B moto and checked out. By the end of each six-lap contest, he was running down the leaders in the stagger-started 125cc A class.

Whitmire also dominated the first round of Unlimited Amateur class, putting his RM125 at the head of the 15-rider field and camping out. Whitmire resisted the moto-long efforts of Honda-mounted Mark Palmisano. The return

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(Top) Richie Horton (20) and younger brother Robbie Horton (38) soared to first and second in 125cc A and 250cc A racing at Devil's Ridge Motocross in Sanford North Carolina
(Above) Pat Hush and Mark Cozzen were this close for much of the NCMRRA Mini Road Race in Rancho Cordova, California.

outing of the Unlimited Amateur class found Palmisano in front at the end of the first lap, but Whitmire kicked in the afterburner of his Suzuki and soon put the red ride behind him. On cruise control to the final flag, Whitmire nailed his second victory of the day with double aces.

Whitmire's first Schoolboy moto mirrored the first Unlimited moto, as Josh led the field of nine from start to finish, keeping a red buzz saw by the name of Chad Albritton to the south of him. But Albritton managed to grab the early advantage in the second moto of the Schoolboy class, riding the Honda as if his pants were on fire. Albritton's 2-1 scores gave him the overall Schoolboy win, while Whitmire's 1-2 earned second for the day.

Results

50 (4-6): 1. Brandon Large (LEM); 2. Christopher Pittman (KTM); 3. Parker Jarrard (KTM).

50 (7-8): 1. Logan Bell (Cob); 2. John Maleske (LEM).

60: 1. Andrew Matusek (Kaw); 2. Joshua Davis (Kaw); 3. Jonathan Walden (Kaw); 4. Andrew Bourne (Kaw); 5. Jase Lewis (Kaw).

80 D BEG: 1. Chad Minter (Suz); 2. Joshua Davis (Kaw); 3. Michael Jones (Hon); 4. Jonathan Jarrard (Kaw); 5. James Bowling (Hon).

JR MINI: 1. Andrew Matusek (Kaw); 2. Joshua Davis (Kaw).

SR MINI: 1. Robert Chambers (Hon); 2. Casey Burlington (Yam); 3. Dash Lyle (Kaw); 4. Chad Albritton (Hon); 5. Michael Alexander (Kaw).

S/MINI: 1. Chad Albritton (Hon); 2. Robert Chambers (Hon); 3. Casey Bullington (Yam); 4. Michael Alexander (Kaw); 5. Matthew Howard (Kaw).

SCHBY: 1. Chad Albritton (Hon); 2. Josh Whitmire (Suz); 3. Stephen Crowell (Hon); 4. Josh Lee (Hon); 5. Stephen Johnson (Hon).

125 A: 1. Tommy Boyd (Kaw); 2. Robby Bargstedt (Suz); 3. Mark Cyphers (Suz).

125 B: 1. Josh Whitmire (Suz); 2. Greg Mau (Hon); 3. Paul Firnschild (Suz).

125 C: 1. Paul Bellanca (Hon); 2. Jake Hanlin (Suz); 3. Jeff Flenister (Hon); 4. Eric Cunning (Hon); 5. Lee Branton (Kaw).

125 D: 1. Robert Chambers (Hon); 2. Terry Chambley Jr. (Suz); 3. Gregory Demour (Kaw); 5. Dan Skagen (Suz).

250 A: 1. Tony Wagoner (Suz); 2. Glenn Bates (Suz); 3. Tommy Boyd (KTM); 4. Jon Krieger (Kaw); 5. Mark Cyphers (Yam).

250 B: 1. Earnest Harbin (Hon); 2. Wesley Ashley (Hon); 3. Reggie Starrett (Suz).

250 C: 1. Rusty Bufford (Hon); 2. Waylon Weeks (Kaw); 3. Scott Fisler (Yam); 4. John Carpenter (Yam); 5. Lee Jones Jr. (Suz).

250 D: 1. Joseph Wright (Yam); 2. Gregory Armour (Kaw); 3. Delton Waters (Hon); 4. Christopher Howell (Kaw); 5. Robbie Gerrin.

25+ A: 1. Jon Krieger (Kaw); 2. Glenn Bates (Suz).

25+ B/C: 1. Mark Palmisano (Hon); 2. Chris McDonald (Yam); 3. Greg Mau (Hon); 4. Carl McEver (Hon); 5. Scott Fisler (Yam).

30+ B/C: 1. Chris McDonald (Yam); 2. Kenny Hall (Hon); 3. Carl Melwer (Hon); 4. Mark Jugel (Hon); 5. James Armstrong (Hon).

35+: 1. Gary Graham (Hon); 2. Paul Bellanca (Hon); 3. Vance Chase (Hon); 4. Steve Horvath (Suz); 5. James Creasy (Hon).

40+: 1. Kenny Hall (Hon); 2. Dale Deaton (KTM); 3. Larry Hamrick (Suz); 4. Robert Wasson (KTM); 5. Vance Chase (Hon).

U/L AM: 1. Josh Whitmire (Suz); 2. Mark Palmisano (Hon); 3. Eric Cumming (Hon); 4. Dale Deaton (KTM); 5. Sean Tharpe (Yam).

VINT: 1. David Keith (Kaw); 2. Robert Phillips (Hon); 3. Eric Stockwell (Nog); 4. Robert Groves (Hus); 5. Gary Norton (Hon).

Hortons double at Devil's Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, APR. 7

Robbie and Richie Horton took the top two spots in 125cc A and 250cc A racing during the North Carolina State Championship/U.S. Eastern Pro-Am Spring Series round three doubleheader at the Devil's Ridge Motocross facility.

The Horton brothers rolled in from Georgia and kicked tail, with Robbie turning in a perfect four-moto sweep. Richie Horton took the runner-up spot by finishing no worse than third in any of his motos.

Robbie was just about untouchable in the 125cc A class, but Richie was hit with some real presure. Mitchell Hodges ran a couple of strong motos to take third. South Carolina's Chuck Shirley came home in fourth with a 3-6 score over Troy Brewer.

Robbie again waltzed away with both moto wins in 250cc A racing with only his brother able to give him a fight. The best racing of the day was in 250cc A moto two as Richie grabbed the holeshot and looked as if he were going to put a stop to his brother's win streak, holding down first for the first two laps. Local favorite Patrick Slate was keeping close to the lead pair in hopes of not getting left behind. Robbie was soon past for the lead and set sail for the checkers, while Richie ran into trouble with a stalled motor in a sharp right-hander, which let Slate creep right up on his rear fender at the halfway point. Slate tried every trick in the book to make a move on Horton but still came up inches short at the fall of the flag. Brewer pulled out a fourth while Hodges captured fifth overall.

Rising Mini rider Jered Black has been turing some heads lately with some blazing-fast riding in the 80cc (12-15) and Supermini divisons. Black came away with two championship titles with a perfect four-moto sweep of the classes.

Black's main competetion in both classes came from Suzuki of Gastonia rider Casey Barnes. Barnes posted three runner-up placings and a third to take second in both classes over Virginia's Justin Gibbs. James Webb and Adam Overcash rounded out the top five in 80cc (12-15), while Overcash came back to snag fourth over Derrick Bell in the Supermini ranks.

Results

50 (4-6): 1. Devon Pilkington (KTM); 2. Brad Haar (Yam).

50 (7-8): 1. Christoper Norris (LEM); 2. Tyler Shumate (Kaw); 3. Ryan Fitzwater (LEM); 4. Stephen Cooke (LEM); 5. Robert Damien (KTM).

65 (7-9): 1. Micheal Willard (Kaw); 2. Thomas Hayes (Kaw); 3. Samuel Fitzwater (Kaw); 4. D.C. Clark (Kaw); 5 Tyler Shumate (Cob).

65 (10-11): 1. Chase Shumate (Kaw); 2. Jeff Kilbore (Kaw); 3. Michael Willis (Kaw); 4. Chris Walker (Kaw); 5. Steve Dailey (Kaw).

80 (7-11): 1. Andrew Willard (Hon); 2. Adam Ward (suz); 3. B.J. Huntsinger (Suz); 4. Michael Willis (Suz); 5. Chase Shumate (Kaw).

80 (9-13): 1. Adam Overcash (Suz); 2. Derick Bell (Hon); 3. Nicholas Warner (Suz); 4. B.J. Huntsinger (Suz); 5. Jason Bryant (Yam).

80 (12-15): 1. Jered Black (Yam); 2. Casey Barnes (Suz); 3. Justin Gibbs (Kaw); 4. James Webb (Yam); 5. Adam Overcash (Suz).

80 D: 1. Dennis West (Yam); 2. Kyle Stown (Yam); 3. Justin Grubbs (Hon); 4. Bryan Walker (Suz); 5. Michael Thomas (Kaw).

S/MINI: 1. Jered Black (Yam); 2. Casey Barnes (Suz); 3. Justin Gibbs (Kaw); 4. Adam Overcash (Suz); 5. Derrick Bell (Hon).

125 A: 1. Robbie Horton (Kaw); 2. Richie Horton (Kaw); 3. Mitchell Hodges (Kaw); 4. Chuck Shirley (Yam); 5. Troy Brewer (Hon).

125 B: 1. Nicholas McAllister (Kaw); 2. Daniel Dailey (Hon); 3. Eric Barnes (Suz); 4. Roger Carrico (Hon); 5. Chris Nowery (Suz).

125 C: 1. Ashley Brewer (Suz); 2. Andrei Boloni (Suz); 3. Marty Adams (Suz); 4. Don Hayes (Kaw); 5. James Shirley (Hon).

125 D: 1. Steven Willard (Suz); 2. Daniel Sheffield (Suz); 3. Jamie Dineen (Hon); 4. Van Etheridge (Hon); 5. David Sellars (Suz).

250 A 1. Robbie Horton (Kaw); 2. Richie Horton (Kaw); 3. Patrick Slate (Hon); 4. Troy Brewer (Hon); 5. Mitchell Hodges (Kaw).

250 B: 1. Robert Talbott (Yam); 2. Ryan Schafer (Hon); 3. Keith Newton (Suz); 4. Mark Smith (Suz).

250 C: 1. Ashley Brewer (Suz); 2. Brandon Williams (Hon); 3. Kyle Richardson (Kaw); 4. Thomas Stover (Yam); 5. Tom Heitchue (Hon).

250 D: 1. Thomas Ray (Suz); 2. Barry Carpenter (Hon); 3. Michael Meador (Kaw); 4. Billy Kidd (Yam); 5. Carl Plumley (Hon).

25+ A: 1. Scott Shipley (Suz); 2. Rob McWhorter (Hon); 3. Vann Gibson (Hon); 4. Allen Alford (Yam); 4. Brad Crouch (Suz); 5. Doug Neighbors (Hon).

25+ B: 1. Kirk Beitzel (Suz); 2. Robert Talbott (Yam); 3. Thomas Jennings (Suz); 4. John Schafer (Suz).

25+ C: 1. Stan Cole (Suz); 2. Russ Picket (Hon); 3. Thomas Stover Yam); 4. Tony Turner (Yam).

30+ A: 1. Scott Shipley (Suz); 2. Vann Gibson (Hon); 3. Jay Hauser (Hon); 4. Brad Crouch (Suz); 5. Tim Langdon (Yam).

30+ B: 1. Mark Williamson (Hon); 2. Kirk Beitzel (Suz); 3. Thomas Jennings (Suz); 4. William Hobson (Yam); 5. Steve Smith (Kaw).

30+ C: 1. Russ Pickett (Hon); 2. Mark Huntsinger (Suz); 3. John Moore (Hon); 4. Robert Moore (Hon); 5. Mike Appleton (Yam).

35+: 1. Scott Shipley (Suz); 2. Bob Maner (Hon); 3. Mark Smith (Suz).

40+: 1. Darrell Bell (Hon); 2. Bob Maner (Hon).

50+: 1. Jimmy Evers.

OPEN AM: 1. Mark Williamson (Hon); 2. Jay Hauser (Hon); 3. Darrell Bell (Hon); 4. John Moore (Hon).

SCHBY: 1. Androi Boloni (Suz); 2. Cory Willey (Suz); 3. Bryan Weatherly (Kaw); 4. Brandon Hankins (Yam); 5. David Dunbar (Hon).

U/L: 1. Nicholas McAllister (Kaw); 2. Chris Nowery (Suz); 3. Ryan Schafer (Hon); 4. Scott Key (Suz); 5. Dwayne Hodges.

Douglas dominates Prairie City Road Race

By Gary Buth

RANCHO CORDOVA, CA, MAR. 31

Team Calamari's Jerry Douglas rode to victory in the NCMRRA Vet-Class Mini Road Race held at Prairie City SVRA.

The field of Vet riders consisting of Open and Modified classes swept through the first turn behind Douglas, all jockeying for position. Racers Pat Hush and Mark Cozzens followed Douglas closely, as they too were on Open-class bikes. Modified-class racer Geoff Eppes carried consistent speed to battle early on with Open-class racer Michael Lynn while coming under constant pressure from the rest of the Modified class.

While Douglas was checking out and cruising away, a tight battle developed between Hush and Cozzens for second place. The two racers were nip and tuck through most sections of the course. Both Cozzens and Hush carried similar speed down the front straightaway leading into turn number one, a fast left-hander. Hush, riding a water-cooled 80cc YSR, would try the outside line around Cozzens in turn one for the first four laps. On lap number five, as the pair of riders exited turn four and headed towards turn five, it would be Hush leading up the hill to the corkscrew, this time without Cozzens. After overshooting and crashing in the corner, Cozzens would remount and hold down third position. The Open-class positions would remain the same as the more powerful bikes would start lapping the Modified class on about lap number seven. Modified action had Eppes leading Bill Hackett, Art Martinez and Deon Perry in a close race for the top three class positions.

The four-rider battle would last until the late stages of the race. Martinez gave Hackett a run for second while coming under consistent pressure from Stock-bike rider Perry. Perry passed Charles Tsegeletos at midrace and could only pressure Martinez for third in the tighter sections of the course. Martinez would pull away from Perry on the straights and nip at Hackett who had his hands full with Eppes. As the race wound down it was Eppes' higher corner speeds which kept Hackett at bay. When the checkered flag flew it was Douglas and Eppes finishing first in their respective classes.

Results

STK: 1. Ken Takeda (Yam); 2. Michael Hannas (Yam); 3. Dan Melino (Yam).

S/SPRT: 1. Ken Takeda (Yam); 2. Bruce Utzig (Yam); 3. Michael Hannas (Yam).

S/BK: 1. Ken Takeda (Yam); 2. Jon Edwards (Yam); 3 Jamie Hughe (Yam).

80 GP: 1 Jerry Douglas (Yam); 2. Tim Rush (Yam); 3. Pat Hush (Yam).

BW: 1. Dan Merlino (Suz); 2. Ron Hipkiss (Hon); 3. James Switzer (Hon).

VET/OPEN:

1. Jerry Douglas (Yam); 2. Pat Hush (Yam); 3. Mark Cozzens (Hon).

VET/MOD: 1. Geoff Eppes (Yam); 2. Bill Hackett (Yam); 3. Art Martinez (Yam).

WMN: 1. Jill St. Clair (Yam); 2. Kathy Reilly (Yam); 3. Angela Kling (Yam).

NOV STK: 1. Sanith Sirichandhra (Yam); 2. Steve Anderson (Yam); 3. Don Clinger (Yam).

NOV S/SPRT: 1. Brian Lowe (Yam); 2. Eric Vossbrink (Yam); 3. Alex Wagner (Yam).

NOV S/BK: 1. Mike Cullen (Yam); 2. John Daker (Yam); 3. Brian Short (Yam).

NOV TD: 1. Rick Scott (Yam); 2. Mike Cullen (Yam); 3. Bobby Siebenhaar (Yam).

Walker triples Cathey's Creek Motocross

By Barbara Williams

FOREST CITY, NC, APR. 7

Comeback kid Kevin Walker is back in the racing groove after a seven-month layoff, and he proved it by nailing three overall wins at round three of the AMA/Tecnosel Carolina Ultra Series at the Cathey's Creek circuit where a record entry of 390 riders enjoyed long-awaited sunshine, although an unseasonably cool, stiff breeze quickly dried out the track.

Walker won every moto of the 125cc A, 250cc A and 25+ A classes. The YZ pilot collected $400 for his fun in 125 and 250cc A divisions plus another $70 for the 25+ A win courtesy of Carolina Scrap Processors.

"I told him it would be about a month after he started riding again, before he would go back to winning like before," grinned Walker's wife, Tracie.

Indeed, Walker has experienced a slump of sorts since his shattered collarbone healed, finishing in the top five but not always the victor.

In all six of his motos, Walker holeshot the start and led every lap, leaving the battles for position to those behind. Billy Liles and Brian McElroy provided the most action with ever-faster, side-by-side racing until McElroy's wrist acted up.

Honda-mounted Jon Boruff took the win in both the 125 and 250cc B divisions against some of the best Intermediate riders in the region. Boruff traded moto wins in the 125cc B class with Marcus Hedrick. In the first round, Jason Thompson grabbed the holeshot and fought off Hedrick's challenges until the last lap, when Hedrick powered past to take the lead. Thompson ran out of time at the flag and settled for second. Boruff stalled in the first turn and was forced to claw his way back from 15th to a respectable fourth between Brian Lane and Phillip Hayes.

Boruff gated much better in the second round of 125cc B action, sitting in third behind Josh Capps and Shane Lawson. By the halfway point, Boruff had passed both Capps and Lawson, and practically proceeded to leave the ZIP code. Hedrick was delayed at turn one by a pile-up involving most of the first-moto top-five. No rider finished in the same position for both rounds, and the wild shakeup gave Boruff the win with a 4-1 score.

The 250cc B racing was much less stressful for Boruff, as he took both moto wins. Hedrick pressured relentlessly, but Boruff would not be denied.

Results

50 (4-6): 1. Davin Price (LEM); 2. Brandon Large (LEM); 3. Cory Strickland (KTM); 4. Dashon Summons (KTM); 5. Nicole Stiles (LEM).

50 (7-8): 1. Jake Posey (Cob); 2. P.J. Beard (LEM); 3. Kassie Wilks (LEM); 4. Cameron Maley (Hon); 5. Matthew O'Quinn (KTM).

65 (7-9): 1. Jake Posey (Kaw); 2. Philip Ivers Jr. (Kaw); 3. Joshua Jordan (Kaw); 4. Cody Gosnell (Kaw); 5. Christopher Chesnee (Kaw).

65 (10-11): 1. Jeffrey Fields (Kaw); 2. Tommy Lee (Kaw).

JR MINI: 1. Jeffrey Fields (Yam); 2. Matt Miller (Suz); 3. Phillip Ranker (Suz); 4. Jacob Saylor (Kaw); 5. Kyle Justice (Kaw).

SR MINI: 1. Joshua Summey (Kaw); 2. Bobby Ranker (Suz); 3. Hans Neel (Hon); 4. Brannon Ferguson (Kaw); 5. Doug Earls (Suz).

80 D: 1. Shaun Henson (Hon); 2. Geoff Travis (Hon); 3. Brandon Ellenburg (Suz); 4. Greg Junge (Kaw); 5. Justin Humphries (Yam).

S/MINI: 1. Joshua Summey (Kaw); 2. Hans Neel (Hon); 3. Brannon Ferguson (Kaw); 4. Robert Chambers (Hon); 5. Doug Earls (Suz).

SCHBY: 1. Paul Justus (Yam); 2. Josh Capps (Kaw); 3. Bobby Ranker (Suz); 4. Derrick Hedrick (Suz); 5. Jon Tucker (Suz).

125 A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Brian McElroy (Yam); 4. Tilden Styron (Suz); 5. Ben Rugledge (Yam).

125 B: 1. Jon Boruff (Hon); 2. Josh Capps (Kaw); 3. Phillip Hayes (Suz); 4. Mitch Ward (Suz); 5. John Fann (Suz).

125 C: 1. Zack Yonce (Suz); 2. Eric Leonard (Kaw); 3. Jon Tucker (Suz); 4. Derick Hedrick (Suz); 5. Bill Cain (Suz).

125 D: 1. Tracy Owens (Hon); 2. Matt Ward (Suz); 3. Casey Strickland (Hon); 4. Robert Chambers (Hon); 5. Allan Ellison (Yam).

250 A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Brian McElroy (Yam); 4. Tilden Styron (Suz); 5. Randy Richardson (Hon).

250 B: 1. Jon Boruff (Hon); 2. Marcus Hedrick (Suz); 3. Preston Rose (Kaw); 4. Brad Edwards (Suz); 5. Mark Wagner (Kaw).

250 C: 1. Eric Leonard (KAw); 2. Jay Taylor (Hon); 3. Anthony Fitch (Hon); 4. Jason Hartness (Kaw); 5. Tony Burgess (Kaw).

250 D: 1. Shannon Ray (Hon); 2. Jason Surface (Hon); 3. Chris Gennosa (Suz); 4. Steve Richter (Kaw); 5. Bill Lauver (Hon).

OPEN: 1. Ron Jones (Hon); 2. Steve McSwain (Hon); 3. John Herrin (Kaw).

25+ A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Randy Richardson (Hon); 4. Rick Wright (Suz); 5. Brian McElroy (Yam).

25+ B: 1. A. Jamie McCoy (Yam); 2. Jay Hayes (Hon); 3. Jeff Mushala (Yam); 4. Steve Mason (Suz); 5. Joey Singleton (Hon).

25+ C: 1. Billy Harrison (Hon); 2. Chris Beddingfield (Suz); 3. Keith Nevers (Hon); 4. David Carson (Hon); 5. Jay Lankford (Yam).

30+ A: 1. Billy Liles (Suz); 2. Ron Jones (Hon); 3. Joel Nicky Baker (Hon); 4. Rick Wright (Suz); 5. Randy Roberts (Hon).

30+ B: 1. David Savage (Kaw); 2. A. Jamie McCoy (Yam); 3. Joey Singleton (Hon); 4. Ricky Gardner (Hon); 5. Stuart English (Hon).

30+ C: 1. Keith Navers (Hon); 2. John Goethe (Hon); 3. Billy Harrison (Hon); 4. David Shugart (Yam); 5. Eddie Parham (Hon).

35+: 1. Ron Jones (Hon); 2. Joel Nicky Baker (Hon); 3. Rick Wright (Suz); 4. Donnie Foster (Hon); 5. Steve Lewis (Yam).

40+: 1. Peter Harrison (Hon); 2. Steve Whitt (Suz).

U/L AM: 1. Jason Thompson (Kaw); 2. Jay Hayes (Hon); 3. Frankie Mullinax (Hon); 4. Shane Lawson (KTM); 5. Zach Yonce (Suz).

U/L C/D: 1. Tony Burgess (Kaw); 2. Rob Craig (Kaw); 3. John Goethe (Hon); 4. Gary Henry (Hon); 5. Charles Smith (Kaw).

Sweet success for Gores at Starwest Motocross

By Tony Alessi

PERRIS, CA, MAR. 30

AC Racing-backed Chad "Chocolate" Gores was the big winner in the 50cc Modified (4-6) class on the main supercross track during the opening night race of the season at Starwest Supercross Park.

Gores went to work right from the drop of the gate on his KTM 50. Gores jumped higher off the jumps, kept the gas on longer down the straightaway and braked later then all of his competitors en route to a convincing class victory.

Cody Longenecker turned heads with a solid performance that resulted in the runner-up honors in the Stock (4-6) division behind the 5-year-old wonder boy Brandon Million, whose winning rides brought the spectators to their feet on more than one occasion. Kameron Scott continued to show signs of progress with his third-place finish while Tanner Langham and Mike Meade Jr. rounded out the top five.

Joshua Grant powered to victory on his Curnett Shock-backed CR80 in the 80cc (9-11) division. Grant looked like an easy winner in the opening moto, but a stalled motor in turn six spelled disaster for the 9-year-old micro racer.

Faced with the problem of being too short to start his machine, Grant was quick to think of a way out of his situation.

"I pushed my bike down this hill and bump-started it," he said.

Grant got back on track, mounting a charge that would bring him to second at the finish behind first-moto winner Daniel Taft. The second moto saw both Taft and Grant argue for the lead for most of the race with Grant forging ahead in the end to score the moto and overall victory. Taft was impressive for second while Tyler Duncan, Joshua Brown and Jason Medina rounded out the top five.

Results

Pee Wee Track

STRTR (4-6): 1. Anthony Sambria (Yam); 2. Mark Bliss (KTM); 3. Nick Harryman (Yam); 4. Matthew Richardson (KTM); 5. Alex Cody (Yam).

STRTR (7-8): 1. Brady Huntley (Yam); 2. Michael Yardley (Yam); 3. Colton James (Yam); 4. Brandon Cunningham (Yam); 5. Rachel Petvic (Yam).

BEG STK (4-6): 1. Brace Rutherford (KTM); 2. Tanner Langham (KTM); 3. Kalin Goodsite (KTM); 4. Jake Hulett (KTM); 5. Travis Christensen (KTM).

BEG STK (7-8): 1. Mikal Overman (KTM); 2. Gerald Rodriguez (KTM); 3. Dave Greene (KTM); 4. Chaz Diesez (LEM); 5. Ryan Whitegon (KTM).

STK A: 1. Brandon Million (LEM).

STK B: 1. Cody Longenecker (KTM); 2. Jonathan McCarthy (LEM); 3. Kameron Scott (KTM); 4. Cody Bradbury (KTM); 5. Mike Meade (LEM).

MOD A: 1. Chad Gores (KTM); 2. Brandon Million (LEM).

MOD B: 1. Kameron Scott (KTM); 2. B.J. Bohrer (KTM); 3. K. Nicholson (KTM); 4. Jonathan McCarty (LEM); 5. Mike Meade (LEM).

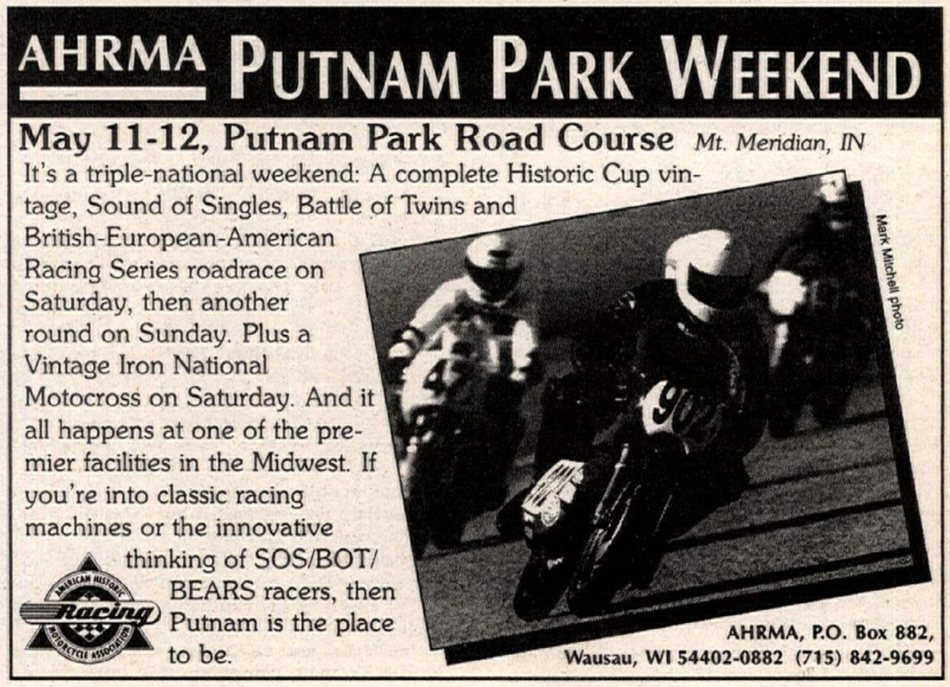
MOD BEG: 1. Tanner Langham (KTM); 2. Kalin Goodsite (KTM).

Main Track

50 (4-6) STK: 1. Brandon Million (LEM); 2. Cody Longenecker (KTM); 3. Kameron Scott (KTM); 4. Tanner Langham (KTM); 5. Mike Meade (LEM).

50 (4-6) MOD: 1. Chad Gores (KTM); 2. Jonathan McCarthy (LEM); 3. BJ Bahrer (KTM); 4. Brian Hiner (LEM).

Tell them you saw it Cycle News



Travis Elliot topped 85cc (14-15) and 125cc Youth (12-15) competition at the Dallas Amateur Supercross in Texas Stadium.

50 (7-8) STK: 1. Gerald Rodriguez (KTM); 2. Bobby Hesse (Kaw).

50 (7-8) MOD: 1. Jerred Browne (LEM); 2. Mike Alessi (KTM).

60 (6-8): 1. Mike Alessi (Kaw); 2. Jarred Browne (Kaw); 3. Jeff Loop (Kaw); 4. Chris Ajek (Kaw); 5. Brandon Hiner (Kaw).

60 (9-11): 1. Jason Medina (Kaw); 2. Carlos Gonzalez (Kaw); 3. Kelly Tedder (Kaw); 4. Kyle Foltz (Kaw); 5. Andrew Petrie (Kaw).

80 BEG: 1. Corey Macomber (Yam); 2. Sean O'Connor (Yam); 3. Chris Paulson (Hon); 4. David Valdez (Yam); 5. Danny Mohr (Hon).

80 (0-11): 1. Joshua Grant (Hon); 2. Daniel Taft (Suz); 3. Tyler Duncan (Hon); 4. Joshua Brown (Yam); 5. Jason Medina (Hon).

80 (12-13): 1. Ross Garcia (Yam); 2. David Sullens (Yam); 3. Brandon Staddan (Suz).

80 WMN: 1. Shannon O'Comor (Hon); 2. Heather Farrington (Hon).

125 BEG: 1. Tryax Brighton (Hon); 2. Mike Powers (Suz); 3. Mark Wickham (Suz); 4. Charles Cook (Suz); 5. Danny Freeman (Hon).

125 NOV: 1. Jose Polasek (Hon); 2. Cody Knauss (Suz); 3. Justin McCoy (Yam); 4. Joe Femandez (Hon); 5. Justin Guttierez (Hon).

125 INT: 1. David Hughes (Suz); 2. Marty Madsen (Kaw); 3. Matt Puccid (Kaw); 4. Tyson Taylor (Hon).

125 PRO: 1. Shay Fretwell (Suz).

250 BEG: 1. Jim Holloman (Hon).

250 NOV: 1. Greg Halverson (Suz).

500 NOV: 1. Chris Drake (Hon).

25+ NOV: 1. Nathan Pittman (Hon).

30+ BEG: 1. Rob Parsons (Suz).

30+ NOV: 1. Ty Larson (Hon); 2. Glenn Perry (Kaw).

40+ NOV: 1. Gary Eaker (KTM).

Elliot doubles at Dallas Amateur Supercross

By Kat Spann and The Beckster

DALLAS, TX, MAR. 23

Travis "The Terminator" Elliot took top honors in the 85cc (14-15) and 125cc Youth (12-15) classes during the only AMA Amateur Supercross to be held in the Lone Star State in 1996, at Texas Stadium in Dallas.

Elliott blasted off the gate in the 85cc (14-15) heat race with Scotty Tremble trying to edge out Elliott in the first turn, but Triable ended up tangling with Levi Humphrey into turn one and both hit the ground. John George Jr. was there to take second uncontested, followed by Brandon Cameron.

Elliott nailed the holeshot in his 85cc (14-15) main as George tried to keep pace with him, followed by Tremble, who got by George early in the first lap and ran second before George counterattacked in lap three and repassed Tremble. Tremble went ballistic and started to push too hard, almost losing ground a couple of times. George got squirrelly and miscued on one of the final jumps in the end-zone section, which opened the door to Tremble for an easy ride in second. George remounted and finished third, followed by Humphrey, Cameron, Justin Wetterville, and Bill Walden.

Jason Eckhoff had a great ride in the B races, winning both the 125cc heat and main. Eckhoff battled for the lead with Travis Young and Shawn Smith in the heat race through lap one. Eckhoff doubled the triple to pass Smith first and then used the next turn to take the inside line and the lead from Young. From that point on, Eckhoff led the race to the checkered flag chased by Nicholas Hamilton and Shawn Smith.

The 125cc B main had Eckhoff third off the gate with Young in the lead and Cory Grove in second. Eckhoff passed both before the end of the next lap as Grove tried to hang onto second. Young saw it differently and passed Grove the following lap and held on to the number-two spot all the way to the finish. Smith, who gated fourth, finally made a super pass over the supercross triples for third. Sparky Newlin passed Grove in the final lap to finish fourth.

Results

51 AUTO (7-8): 1. Colt Stephens (Cob); 2. Ryan Grantom (Cob); 3. Craig Fritz (LEM); 4. Joshua Fichter (LEM); 5. Robbie Robbins (Yam);

65 (7-11): 1. Bryan Zachary II (Kaw); 2. Waylon McCulloch (Kaw); 3. Billy Perran (Kaw); 4. Brandon Thompson (Kaw); 5. Ryan Grantom (Kaw).

85 (7-11): 1. James Marshall (Kaw); 2. McFly Scheel (Suz); 3. Robby Shinn (Hon); 4. Ernie Phillips II (Suz); 5. Danny Kelsey (Kaw).

85 (12-13): 1. Bradley Barhain (Kaw); 2. Colt Humphrey (Hon); 3. Kyle Williams (Suz); 4. Brandon Beabout (Kaw); 5. Taylor Watts (Yam).

85 (14-15): 1. Travis Elliott (Kaw); 2. Scotty Tremble (Suz); 3. John George Jr. (Hon); 4. Levi Humphrey (Hon); 5. Brandon Cameron (Yam).

125 YTH (12-15): 1. Travis Elliott (Kaw); 2. Shawn Smith (Hon); 3. John George Jr. (Hon); 4. Ryan Kelly (Yam); 5. Cory Lindsay (Hon).

125 C: 1. Ryan Petty (Kaw); 2. John Talkington (Suz); 3. Alan Trammell (Hon); 4. Pedro Quintanilla (Hon); 5. Christian Prida (Yam).

125 B: 1. Jason Eckhoff (Suz); 2. Travis Young (Suz); 3. Shawn Smith (Hon); 4. Sparky Newlin (Suz); 5. Cory Grove (Suz).

250 C: 1. Tony Hemandez (Kaw); 2. Mason Harper (Hon); 3. Memo Gomez (Hon); 4. Boy Boy Scheel (Suz); 5. Kevin Beard (Yam).

250 B: 1. Adam Rhodd (Hon); 2. Jeremy Abney (Yam); 3. Jason Eckhoff (Suz); 4. Jayson Shatto (Yam); 5. Wade Hoak (Hon).

500 NOV B/C: 1. Tommy Dickey (Hon); 2. Lee Upton (KTM).

25+: 1. David Perez (Hon); 2. Lee Upton (KTM); 3. Billy Morrison (Kaw); 4. Fernando Garza (Hon); 5. Robert Duncan (Suz).

30+: 1. Jeff Smith (Hon); 2. David DePrato (Yam); 3. Dave Martin (Hon); 4. Lenny Darbonne (Hon); 5. Bryan Monharas (Suz).

35+: 1. Jeff Smith (Hon); 2. Jerry Joiner (Kaw); 3. Dave Martin (Hon); 4. Ron Gordan (Suz); 5. Mark Murphey (Yam).

40+: 1. Ronnie Cue (Hon); 2. Rodney Reim (Yam); 3. Tommy Gresham (KTM); 4. Jack Hansen (Hon); 5. Billy Smith (Hon).

Smith, North double at Mosier Valley Motocross

By Kat Spann and The Beckster

EULESS, TX, MAR. 31

Shawn Smith and Jody North claimed double class wins during the opening round of the 24th Annual Texas Series, an event which featured 594 entrants in a 62-moto format.

Smith claimed the 125cc Intermediate-class overall by way of a 4-2 finish against first-moto winner Jason Eckhoff and second-moto victor Shane Shimabukuro. Smith returned for the 125cc Open event and raced to a 1-2 punch for the overall against second-moto winner Antonio Coello of Monterrey, Mexico.

North, on the other hand, slam-dunked the Open 500cc class and then went on to challenge first-moto winner David Widmer in the 250cc Open, taking the second-moto victory and the overall.

Wichner holeshot the first 250cc Open moto and stayed out front from start to finish while positions changed behind him. Jayson Shatto raced in second through lap one before North came from fifth off the gate to second in lap two. Donny Jackson, who gated two positions behind North off the start, worked his way to third behind North in lap two and used lap three as a passing zone to finish the race second behind Widmer. North crossed the finish line in third, followed by Jason Artinger and Todd Kyser.

Moto two was all North's as he wicked it up and stayed in front of Jackson from start to finish. Widmer found his place in third while Kyser passed John Dragna over the finish-line tabletop for fifth. Kyser used the final lap to pass Jesse Simmons for fourth before the checkered flag, while Jackson did all he could to pass North for the win, but couldn't find a hole.

North was the challenger in the Open 500cc class, forcing "Mighty" Mike Boliver to chase him in second. Lee Upton took third in moto one, but despite Darryl Smith's third in moto two, Upton still held on to third overall by way of a 3-4 finish against Smith's 5-3 tally for fourth. Mike 'King' Klement rounded out the top five with a 4-5 performance.

Results

50 STK: 1. Dustin Shows (KTM); 2. Austin Miller (KTM); 3. Colt Stephens (Kaw); 4. Joseph Matburger (KTM); 5. Ronny Jackson (Yam).

50 MOD: 1. Andrew Jansing (LEM); 2. Colt Stephens (Cob); 3. Adam Reson (Yam); 4. Joseph Matburger (KTM); 5. Michael Pritchett (Yam).

60 STK: 1. Bradley Nikolas (Kaw); 2. Jonathan Koff (Kaw); 3. Bryan Zachary (Kaw); 4. Billy Peffan (Kaw); 5. Colt Stephens (Kaw).

60 MOD: 1. L.G. Tretter (Kaw); 2. Bradley Nikolas (Kaw); 3. Brad Wolfe (Kaw); 4. Chad McNeill (Kaw); 5. Matt Moseley (Kaw).

80 BEG: 1. Chris Curry (Kaw); 2. Lyndon Bedford (Kaw); 3. Justin Gerik (Hon); 4. Mikel Barnett (Hon); 5. Brandon Friesch (Yam).

80 (7-11): 1. James Marshall (Kaw); 2. Robby Shinn (Hon); 3. Bradley Nikolas (Kaw); 4. Danny Kelsey (Kaw); 5. L.G. Tretter (Kaw).

80 (12-13): 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Derek Gerdes (Kaw); 4. Adam Mennenga (Kaw); 5. Taylor Watts (Yam).

80 (14-16): 1. Scotty Tremble (Suz); 2. Daxin Hardage (Kaw); 3. Travis Elliott (Kaw); 4. Mark Thompson (Hon); 5. Beau Boynton (Kaw).

80 OPEN: 1. Travis Elliott (Kaw); 2. Johnny Marley (Yam); 3. Chase Reed (Kaw); 4. Carlos Peleyra (Kaw); 5. Adam Mennenga (Kaw).

125 BEG: 1. Johnny Qualls (Kaw); 2. Kyle Hand (Yam); 3. Mark White (Suz); 4. J.D. Qualls (Kaw); 5. Dustin Tuma (Hon).

125 NOV: 1. Coby Owen (Suz); 2. Aaron Hubbard (Hon); 3. Nathan Hale (Kaw); 4. Ryan Wallace (Kaw); 5. Matt Lineman (Kaw).

125 INT: 1. Shawn Smith (Hon); 2. Joe Walker (Yam); 3. Cody Marek (Hon); 4. Shane Shimabukuro (Kaw); 5. Kristy Shealy (Kaw).

125 OPEN: 1. Shawn Smith (Hon); 2. Sparky Newlin (Suz); 3. Antonio Coello (Kaw); 4. Jay Grinim (Suz); 5. Ryan Wallace (Kaw).

125 EX: 1. Dave Shade (Suz); 2. Grayson Goodman (Suz); 3. Caleb Leath (Kaw); 4. Chad Plurnlec (Suz); 5. Chris Torrance (Kaw).

250 OPEN/BEG: 1. J.D. Qualls (Kaw); 2. Greg Corbin (Yam); 3. Scott McClandon (Kaw); 4. Randy Feazell (Yam); 5. Johnny Qualls (Kaw).

250 NOV: 1. Jesse Simmons (Yam); 2. Roger Thayer (Kaw); 3. Boy-Boy Scheel (Suz); 4. Chad Anderson (Suz); 5. Eric Nielsen (Suz).

250 INT: 1. Jason Eckhoff (Suz); 2. James Skinner (Suz); 3. Donny Jackson (Kaw); 4. Dee Wood (Kaw); 5. Cody Marek (Hon).

250 OPEN: 1. Jody North (KTM) 2. Donny Jackson (Kaw); 3. David Widmer (Hon); 4. Todd Kyser (Kaw); 5. Jesse Simmons (Yam).

250 EX: 1. Grayson Goodman (Suz); 2. Dave Shade (Suz); 3. D.L. Wood (Kaw); 4. Chris Torrance (Kaw); 5. Sprint Haynes (Yam).

500 OPEN: 1. Jody North (KTM): 2. Mike Boliver (Kaw); 3. Lee Upton (KTM); 4. Darryl Smith (KTM); 5. Mike Klement (KTM).

NOV (25+): 1. Rob Dill (Kaw); 2. John Dragna (Kaw); 3. Steve Hester (Kaw); 4, Mark Foley (Kaw); 5. Stephen Vines (Suz).

INT (25+): 1. Gary Benton (Yam); 2. Greg Brown (Suz); 3. Dee Wood (Kaw); 4. Jerry Joiner (Kaw); 5. Buss Murphy (Yam).

EX (25+): 1. D.L. Wood (Kaw); 2. Darry Wills (Yam); 3. Greg Howard (Kaw); 4. Sprint Haynes (Yam); 5. Shane Wills (Yam).

NOV (30+): 1. Darry Smith (Yam); 2. Mike Haynes (Suz); 3. Tony Stamper (Kaw); 4. Steve Hester; 5. Ronnie Taylor (Hon).

INT (30+): 1. Chris Pritchett (Kaw); 2. Greg Brown (Suz); 3. Steven Chappell (Kaw); 4. Jim Campbell (Hon); 5. Dave Lux (Hon).

EX (30+): 1. Darry Wills (Yam); 2. Greg Howard (Kaw); 3. Shane Wills (Yam); 4. Mike Haynes (Kaw); 5. Mike Klement (KTM).

40+: 1. Joe Bushy (Hon); 2. Billy Smith (Hon); 3. Darwin Huckabee (Hon); 4. Ed Hays (Kaw); 5. Steve McCombs (Yam).

Lane gets noticed at Lodi TT

By Donna Hall

LODI, CA, APR. 6

Mickey Lane was so fast in the 80cc Expert class during TT racing at Lodi that he found himself in teardown.

Lane's bike was judged to be perfectly legal, and he was declared the winner. Tony Meiring was second in the class.

The Pro-AM Expert main saw Michelle DiSalvo very close to a win, getting passed only on the last lap of the TT by Rob Damron. If anyone had any doubts as to whether or not Michelle was up to the task, this evening's ride by this young lady should have silenced all the doubters. She did a great job of holding off Damron until he won with a desperation pass on the front straightaway. Billy Martin took third.

Open A-class action again belonged to Damron, but this main had Kevin Bricker in second and DiSalvo in third.

Mark Biscardi continues his blitz and is a challenge to all Novices as well as some of the Junior riders. Biscardi again won his main on the TT course.

Billy Arbogast on his very tall Suzuki continues his winning ways in the Expert Knobby division. Arbogast never seems to lose his edge. Gino Rinaldi took the Novice Knobby class as he does most every weekend here.

Biscardi took the wins in the Open C Main as well as the Vet C Main as he has week after week. The Open B win went to Eskie Tomita with Rocky Rodriquez second.

The young and very fast Bradley Hiler took the wins in the Pee Wee Stock and Pee Wee Modified mains for Short Track as well as in the TT mains.

Results

Short Track

PRO-AM EX: 1. Rob Damron (Rtx); 2. Michelle DiSalvo (W-R); 3. Billy Martin (Rtx)

PRO-AM NOV: 1. Matt Gomez (Rtx).

250 NOV: 1. Justin Olivera (Hon).

250 JR: 1. Bob Marinelli (Yam).

OPEN A: 1. Rob Damron (W-R); 2. Kevin Bricker (Hon); 3. Michelle DiSalvo (Rtx); 4. Toby Jorgensen (Hon); 5. Jeff Gabhardt (Kaw).

OPEN B: 1. Steve Hall (Hon).

OPEN C: 1. Mark Biscardi (Yam); 2. Mark Amaro (Yam); 3. John Pierce (Rtx); 4. Arnando Rodriquez (Hon).

VET A: 1. Matt Gomez (Rtx); 2. Larry Andres (Yam).

VET B: 1. Bob Marinelli (Yam).

VET C: 1. Mark Biscardi (Yam).

VINT A: 1. Eric Weisfer (Yam).

VINT C: 1. Mark Biscardi (Yam).

KNBY A: 1. Billy Arbogast (Suz)

KNBY C: 1. Rocky Rodriquez; 2. Kevin Vigil (KTM).

100 A: 1. Toby Jorgensen (Hon).

80 A: 1. Tony Mering (Hon); 2. Jeff Gabhart (Suz).

80 B: 1. Danny Casey (Yam).

80 C: 1. Jared McWhirter (Hon).

60 A: 1. Matt Gomez (Kaw).

60 B: 1. Corey Eaton (Kaw).

60 C: 1. Derrick Ponton (Kaw).

P/W STK C: 1. Danny Randazzo (Yam); 2. Brad Westlund (Yam).

P/W STK KTM: 1. Mike Rinaldi; 2. Chris Borjas.

P/W MOD A: 1. Bradley Hiler (Yam).

TT

250 EX: 1. Toby Jorgensen (Hon).

250 NOV: 1. Riley Cox (Yam); 2. Ted Jaime (Suz).

OPEN A: 1. Kevin Bricker (Hon); 2. Randall Brenan (Rtx) 3. Ronnie Reimer (Hon); 4. Eddie Dixon (Yam).

OPEN B: 1. Eiske Tomita (Hon); 2. Rockey Rodriquez (Rtx).

OPEN C: 1. Mambew Simas (Yam); 2. Arnando Rodtiquez (Yam); 3. Scott Taylor (Yam).

VET A: 1. Bob McDonnell (H-D); 2. Bob Barcosa (Rtx); 3. Bob Casey (Rtx).

VINT A: 1. Dana Perri (Hon).

KNBY: 1. Geno Rinaidi (Hon).

100 A: 1. Aaron Cisco (Hon).

80 A: 1. Mickey Lane (Suz); 2. Tony Meiring (Hon).

60 A: 1. Matt Gomez (Kaw).

60 B: 1. Nickales Moore (Kaw).

60 C: 1. Derrick Ponton (Kaw); 2. Jason Grewe (Kaw).

P/W STK A: 1. Bradley Hiler (Yam).

P/W STK C: 1. Danny Randazzo (Yam); 2. Bobby Fong (Yam).

P/W STK C KTM: 1. Michael Rineddi; 2. Tony Fakroy.

Rapp rocks Sears Point F-Pac

By Mark Romero

SONOMA, CA, APR 7

Steve Rapp continued his meteoric rise by winning the opening round of the AFM Formula Pacific Challenge, the AFM's flagship class, at Sears Point.

Joe Bret Williams grabbed the early lead and held it through turn one, followed by Rapp, Leggitt and pole-sitter Rob Mesa. Steve Leggitt was able to pull ahead on the faster second half of lap one and fronted the pack through the chicane and into turn one of the second lap. Rapp was all over Williams as they bee-lined for turn two. Known for his late braking, Rapp passed Williams in tight turn seven and started to reel in Leggitt. One lap later in the same turn, Rapp was able to get around the more nimble Leggitt. Williams tried to close in on Leggitt as they started lap four, and James Randolph pulled a few bike lengths ahead of Mesa, followed by seventh-ranked teammate Doug DeRyke.

Leggitt haunted Rapp's rear wheel and

appeared to have some power in reserve as he made half-hearted passing attempts out of the faster turns, and then tried to pounce heading out of turn eight on lap six, generating cheers from the crowd.

Although unable to pass entering fast turn nine, Leggitt overtook Rapp on the outside going into turn eight on the next lap. Rapp kept close and then muscled past the smaller bike out of the chicane, drag-racing him down the front straight into turn one before building a two-bike-length lead he would keep until the checkered flag. Following a few seconds behind, Williams was able to hang on to third over a charging Randolph.

"I really can't believe how well - and how quickly - it's all coming together for me. I mean, the team I've got is great and they know this bike inside-out since it's the same bike they had with Cal (Rayborn) for the last three years," Rapp enthused.

Results

F-PAC: 1. Steve Rapp (Kaw); 2. Jeff Leggitt (Hon); 3. Joe Brett Williams (Hon); 4. James Randolph (Suz); 5. Rob Mesa (Yam).

F-1: 1. Joe Brett Williams (Hon); 2. Jeff Short (Yam); 3. Chris Thorsen (Suz); 4. Steven Engelbrecht (Hon); 5. Dan Thorsen (Suz).

F-2: 1. Bobby Keith (Yam); 2. Jeff Leggitt (Hon); 3. Mark Ingalls (Yam); 4. Dan Cook (Yam); 5. Michael Altamirano (Yam).

F-3: 1. Craig Avery (Hon); 2. Mike Mondo (Hon); 3. Patrick Klein (Hon); 4. Carlos Neves (Hon); 5. Scott Anderson (Hon).

F/OPEN TW: l. Paul Orlandi (Duc); 2. James Coda (Duc); 3. Tom Terry (Duc); 4. Pete Demas (H-D); 5. Art Chambers (Duc).

F-SGL: 1 Brian Brown (Yam); 2. Joe Abeyta (Yam); 3. John Hammond (Hamnd); 4. Kurt Saeger (Yam); 5. Russ Meagher (Yam).

F-40: 1. Chris Voelker (Hon); 2. Mark Ingalls (Yam); 3. Tom Aquino (Suz); 4. Paul Orlandi (Duc); 5. Denny Doherty (Yam).

OPEN GP: 1. Rob Mesa (Yam); 2. Doug DeRyke (Yam); 3. Chris Voelker (Hon); 4. Mike Nissen (Hon); 5. Bob Siebenhaar (Hon).

OPEN S/BK: 1. David Stanton (Suz); 2. James Randolph (Suz); 3. Doug DeRyke (Yam); 4. Chris Voelker (Hon); 5. Jim Fife (Suz).

750 S/BK: 1. James Randolph (Suz); 2. Anthony Lupo (Suz); 3. David Stanton (Suz); 4. Joe Brett Williams (Hon); 5. Tim Blasquez (Suz).

600 S/BK: 1. Thomas Montano (Yam); 2. Erik Schnackenberg (Hon); 3. Mark Foster (Hon); 4. Steven Engelbrecht (Hon); 5. Akiharu Shigeno (Hon).

450 S/BK: 1. Darrell Parker (Yam); 2. Ross Wells (Yam); 3. Dave Norgard (Yam); 4. Martin Lee (Yam); 5. David Colyer (Yam).

250 S/BK: 1. Joe Carrillo (Yam); 2. Ken Cohen (Yam); 3. Kregg Williams (Apr); 4. Steve Mayeau (Suz); 5. Paul Alioshin (Yam).

OPEN PROD: 1. Fletcher Wilson (Hon); 2. Derick Powell (Suz); 3. Scott Bigley (Hon); 4. Gary Jaehne (Hon); 5. Tom Breslin (Hon).

750 PROD: 1. Brian Mork (Suz); 2. Tim Blasquez (Suz); 3. Eamon Stookesberry (Suz); 4. Zoran Vujasinovic (Suz); 5. Paul Estremera (Suz).

600 PROD: Thomas Montano (Hon); 2. Erik Schnackenberg (Hon); 3. Mark Foster (Kaw); 4. Kevin Holman (Hon); 5. Enzo Ferrara (Hon).

450 PROD: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. Martin Lee (Yam); 4. Eric Schreppel (Yam); 5. Dennis Presiloski (Yam).

250 PROD: 1. Thomas Dorsey (Kaw); 2. Terri Vogel (Kaw); 3. Sean Murphy (Kaw); 4. Francis Mazur (Kaw); 5. Mike Lowenstein (Kaw).

650 TW: 1. Daniel Reeser (Hon); 2. Bill Brinckerhoff (Hon); 3. Ken Baer (Kaw); 4. Mike Voelker (Hon); 5. Shawn Reilly (Hon).

500 TW: 1. Ken Baer (Kaw); 2. Mark Hart (Kaw); 3. David Chowenmill (Kaw); 4. Brian Long (Kaw); 5. Kevin Smith (Kaw).

VINT: 1. David Neal (Nor); 2. Ernest Montague (Nor); 3. Steve Van Horn (Hon); 4. Jove Shapiro (BMW); 5. Tupper Robinson (Yam).

S/DINO: 1. Douglas Elliott (Kaw); 2. Timothy Kelly (ATK).

Anders first at Barona ST

By Brad Holt

RAMONA, CA MAR. 30

The 1996 Barona Short Track season got under way with a new Sportsman class, which Rick Anders became the first to win on the 1/6-mile oval.

Anders outlasted Chuck Clayton, who led on a Bultaco Astro until falling with two laps to go.

Travis Petton Jr. showed why he was the 600cc champion last season by scoring first a heat and then a main-event win. Petton led every lap of the main while John Garcia gave chase, but fell with two laps to go in the same hole that gathered Chuck Clayton in the Sportsman race. Lap 14 was tough on riders. Former SCORE champion Robbie Nolin battled with John Dupree for what eventually would be second place for the entire main event. Dupree passed Nolin on lap five for third place but Nolin would lie in wait and repass Dupree on lap 12. Nolin would be rewarded with second after the Garcia excavation of turn two.

The 250cc Pro class was awash with new talent. Ron Garcia passed veteran Brad Holt on lap 11 to win his first-ever heat race. Brian Maxwell, Yamaha, who surprised the regulars last season by winning the Double Money finale, led the main until lap eight when Garcia first and Holt dropped Maxwell to third by lap 10. After displacing Maxwell, Holt chased the charging Garcia until lap 13 when Holt went by as the pair was lapping riders.

Results

600 PRO: 1. Travis Petton Jr. (Rtx); 2. Rob Nolin (Yam); 3. John Dupree (Rtx).

250 PRO:1. Brad Holt (Bul); 2. Ron Garcia (Yam); 3. Brian Maxwell (Yam); 4. Steve Gorby (Hon).

OPEN SPTSMN: 1. Rick Anders (Yam); 2. Shawn Ireland (Yam); 3. Johnny Fuerst (Yam); 4. Dave Jones (CZ).

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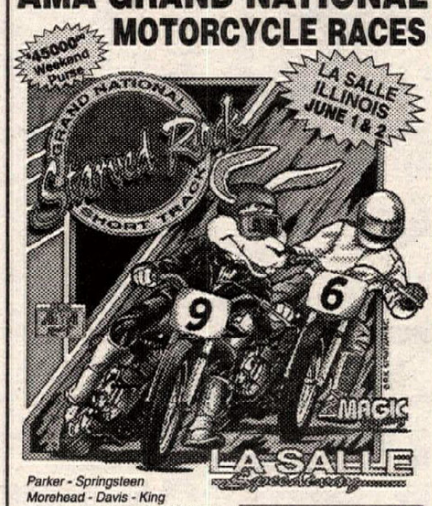

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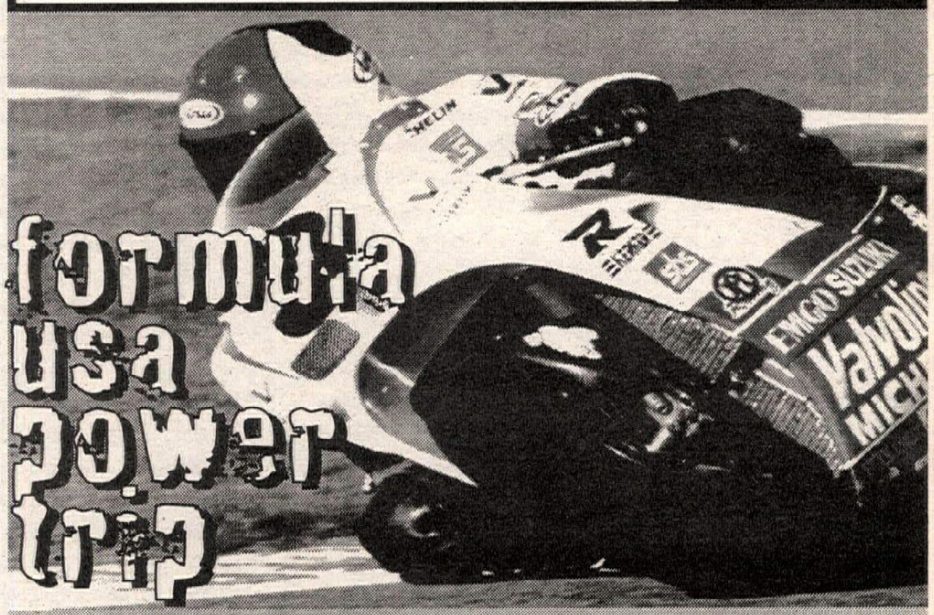

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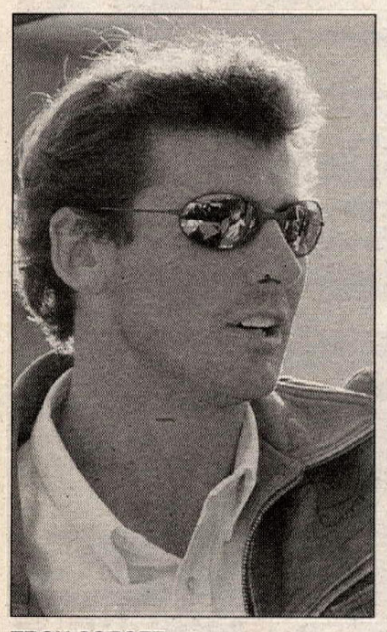
LEADERBOARD

1996 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Michael Doohan (Hon), Australia (46/1 win)
2. Norifumi Abe (Yam), Japan (40/1 win)
   Alex Barros (Hon), Brazil (40)
4. Scott Russell (Suz), Alpharetta, GA (38)
5. Luca Cadalora (Hon), Italy (35/1 win)
6. Alex Criville (Hon), Spain (33)
   Carles Checa (Hon), Spain (33)
8. Jean-Michel Bayle (Yam), France (26)
9. Alberto Puig (Hon), Spain (22)
10. Loris Caprirossi (Yam), Italy (16)



TROY CORSER

250cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Max Biaggi (Apr), Italy (70/2 win)
2. Tetsuya Harada (Yam), Japan (45/1 win)
3. Luis d'Antin (Hon), Spain (36)
4. Oliver Jacque (Hon), France (34)
5. Nobuatsu Aoki (Hon), Japan (31)
6. Ralf Waldmann (Hon), Germany (24)
7. J.P. Ruggia (Hon), France (23)
   Jurgen Fuchs (Hon), Germany (23)
9. Noriyasu Numata (Suz), Japan (20)
   Tohru Ukawa (Hon), Japan (20)

125cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Masaki Tokudome (Apr), Japan (63/2 win)
2. Haruchika Aoki (Hon), Japan (60)
3. Stefano Perugini (Apr), Italy (37/1 win)
4. Noboru Ueda (Hon), Japan (33)
5. Peter Oettl (Apr), Germany (32)
6. Tomomi Manako (Hon), Japan (31)
7. Valentino Rossi (Apr), Italy (20)
8. Jorge Martinez (Apr), Spain (19)
9. Akira Saito (Hon), Japan (15)
10. Dirk Raudies (Hon), Germany (13)
    Lucio Cecchinello (Hon), Italy (13)

World Superbike Championship
(After 1 of 12 rounds)

1. John Kocinski (Duc), Modesto, CA (50/2 wins)
2. Troy Corser (Duc), Australia (40)
3. Pier-Francesco Chili (Duc), Italy (32)
4. Simon Crafar (Kaw), New Zealand (26)
5. Aaron Slight (Hon), New Zealand (21)
6. Carl Fogarty (Hon), Great Britain (19)
7. Christer Lindholm (Duc), Sweden (15)
8. Colin Edwards II (Yam), Conroe, TX (14)
9. Wataru Yoshikawa (Yam), Japan (12)
   Piergiorgio Bontempi (Kaw), Italy (12)

AMA SUPERBIKE SERIES
(After 2 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (70/2 win)
2. Doug Chandler (Kaw), Salinas, CA (56)
3. Larry Pegram (Duc), Baltimore, OH (55)
4. Pascal Picotte (Suz), Canada (50)
5. Tom Kipp (Yam), Chardon, OH (48)
   Steve Crevier (Hon), Canada (48)
7. Mat Mladin (Suz), Australia (46)
8. Scott Russell (Suz), Alpharetta, GA (32)
9. Colin Edwards II (Yam), Conroe, TX (30)
10. Shawn Higbee (Duc), Manhatton Bch, CA (28)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 1 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (36/1 win)
2. Mike Smith (Kaw), Canton, GA (32)
3. Thomas Stevens (Kaw), Sanibel Island, FL (30)
4. Yves Briguet (Hon), Exton, PA (28)
5. Doug Toland (Hon), Buena Park, CA (26)
6. Steve Crevier (Hon), Canada (25)
7. Christian Zwedorn (Hon), Austria (24)
8. Jamie Bowman (Hon), Tequesta, FL (23)
9. Gerald Rothman Jr. (Hon), Manchester, CT (22)
10. Ben Bostrom (Hon), Redondo Beach, CA (21)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 2 of 10 rounds)

1. Pascal Picotte (Suz), Canada (68/win)
2. Aaron Yates (Suz), Milledgeville, GA (62/1 win)
3. Mark Miller (Suz), Long Beach, CA (57)
4. Mark McDaniel (Suz), Santa Rosa, CA (54)
5. Michael Barnes (Suz), Boca Raton, FL (53)
6. Doug Chandler (Kaw), Salinas, CA (51)
7. Jim Leslie (Suz), Ridgefield, CT (47)
   Jason Pridmore (Kaw), Ventura, CA (47)
9. Mark Black (Suz), (34)
10. Thomas Stevens (Kaw), Sanibel Island, FL (32)

AMA 250cc GRAND PRIX SERIES
(After 1 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (35/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (32)
3. Roland Sands (Yam), Long Beach, CA (30)
4. Bobby Keith (Yam), Redwood City, CA (28)
5. Mark Foster (Yam), San Juan Capistrano, CA (26)
6. Greg Esser (Yam), Pompano, FL (25)
7. Nick Ienatsch (Yam), Los Angeles, CA (24)
8. Perry Melneciuc (Hon), Lehigh Acres, FL (23)
9. Kristian Kass (Yam), Paramount, CA (22)
10. Jason Roth (Yam), Dublin, CA (21)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 1 of 10 rounds)

1. Matt Wait (H-D), Lodi, CA (36/1 win)
2. Ben Bostrom (H-D), Redondo Beach, CA (32)
3. Dave Estok (H-D), Daytona Beach, FL (30)
4. Scott Zampach (H-D), West Bend, WI (28)
5. Nate Wait (H-D), Lodi, CA (26)
6. Chuck Blackmon (H-D), Greenwood, SC (25)
7. Hikaru Miyagi (H-D), Newport Beach, CA (24)
8. Brian Gibbs (H-D), Stockbridge, GA (23)
9. Tripp Nobles (H-D), Macon, GA (22)
10. Rob Hermans (H-D), Australia (21)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 13 of 15 rounds)

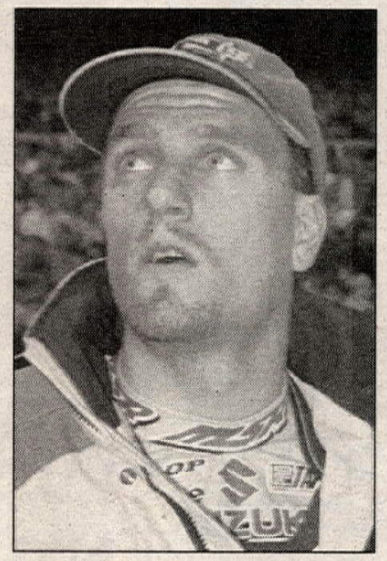
1. Jeremy McGrath (Hon), Canyon Lake, CA (325/13 wins)*
2. Ryan Hughes (Kaw), Escondido, CA (202)
3. Jeff Emig (Kaw), Riverside, CA (195)
4. Ezra Lusk (Suz), Bainbridge, GA (179)
5. Damon Bradshaw (Yam), Mooresville, NC (174)
6. Damon Huffman (Kaw), Acton, CA (172)
7. Mike LaRocco (Suz), South Bend, IN (170)
8. Phil Lawrence (Kaw), Menifee, CA (168)
9. Larry Ward (Hon), Florence, SC (147)
10. Brian Swink (Hon), Reddick, FL (143)

*Clinched Championship

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 11 rounds)

1. Mickael Pichon (Kaw), Le Mans, France (218/6 wins)*
2. John Dowd (Yam), Chicopee, MA (191/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (142)
4. Scott Sheak (Suz), Hudson, NY (132)
5. Tim Ferry (Suz), Palm Harbor, FL (128)
6. Brian Deegan (Hon), Bellevue, NE (118)
7. Davey Yezek (Suz), Mount Pleasant, PA (96)
8. Cory Keeney (Yam), Oakdale, MN (94)
9. Shaun Perolio (Kaw), Tampa, FL (79)
10. Barry Carsten (Suz), Bayville, NJ (77)

*Clinched Championship



MIKE LAROCCO

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 6 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (120/4 wins)
2. James Dobb (Suz), Corona, CA (105)
3. Greg Schnell (Suz), Cucamonga, CA (97)
4. Kim Ashkenazi (Hon) Australia (70)
5. Mike Brandes (Suz), Ukiah, CA (64)
6. Casey Johnson (Kaw), Hesperia, CA (55)
7. David Pingree (Kaw), Menifee, CA (52)
8. Jeff Willoh (Hon), Glendale, CA (46/1 win)
   David Vuillemin (Kaw), France (45)
10. Pedro Gonzalez (Hon), Mexico (45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (50/1 win)
2. Jeff Emig (Kaw), Riverside, CA (44)
3. Ryan Hughes (Kaw), Escondido, CA (40)
4. Damon Bradshaw (Yam), Mooresville, NC (33)
5. Greg Albertyn (Suz), Corona, CA (29)
6. Phil Lawrence (Kaw), Menifee, CA (27)
7. Ronnie Tichenor (Suz), Palm Harbor, FL (26)
   Mike LaRocco (Suz), South Bend, IN (26)
9. Kyle Lewis (Yam), Rosamond, CA (25)
10. Jimmy Button (Yam), Corning, NY (24)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 1 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (47/1 win)
2. Scott Sheak (Suz), Germantown, NY (40)
3. Mike Brown (Hon), Gray, TN (38)
4. Mickael Pichon (Kaw), France (34)
   Damon Huffman (Kaw), Acton, CA (34)
6. Larry Brooks (Yam), El Cajon, CA (27)
   James Dobb (Suz), Corona, CA (27)
8. Brian Deegan (Hon), Menifee, CA (26)
9. Casey Johnson (Kaw), Riverside, CA (24)
   Tim Ferry (Suz), Palm Harbor, FL (24)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 2 of 24 rounds)

1. Will Davis (H-D), Goldsboro, NC (42/1 win)
2. Rich King (Hon), Waterloo, IA (30)
3. Ricky Graham (Hon), Salinas Valley, CA (29)
   Kevin Varnes (Hon), Pottstown, PA (29)
5. Scott Parker (H-D), Swartz Creek, MI (28/1 win)
6. Joe Kopp (H-D), Mica, WA (26)
7. Kevin Atherton (H-D), White Pigeon, MI (25)
8. Brett Landes (Hon), Los Gatos, CA (20)
9. Jay Springsteen (H-D), Lapeer, MI (16)
10. Georgie Price IV (H-D), Sicklerville, NJ (14)

JAY SPRINGSTEEN

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 15 Rounds)

1. Jess Roeder (H-D), Monroeville, OH (23/1 win)
2. Scott Stump (H-D), Marion, OH (19)
3. Mike Hacker (H-D), Prince George, VA (16)
4. Nate Wait (H-D), Lodi, CA (15)
5. Shaun Russell (H-D), San Jose, CA (14)
6. Jay Springsteen (H-D), Lapeer, MI (13)
7. Matt Wait (H-D), Lodi, CA (12)
8. Dale Jenneman (H-D), Grand Island, NE (11)
9. John Wincewicz (H-D), Aberdeen, WA (10)
10. J. R. Scnabel (H-D), West Bend, WI (9)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (59)
3. Michael Lafferty (KTM), Millville, NJ (51)
4. Kevin Hines (CRE), East Wareham, MA (50)
5. Steve Hatch (Suz), Ithaca, NY (48)
6. Matt Stavish (KTM), Blaine, MN (15)
7. Kelby Pepper (Kaw), Center, CO (14)
8. Patrick Garrahan (Kaw), Boulder Creek, CA (13)
9. Jason Dahners (KTM), Redmond, WA (12)
10. Tim Tabor (Hon), Moline, IL (11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 2 of 7 rounds)

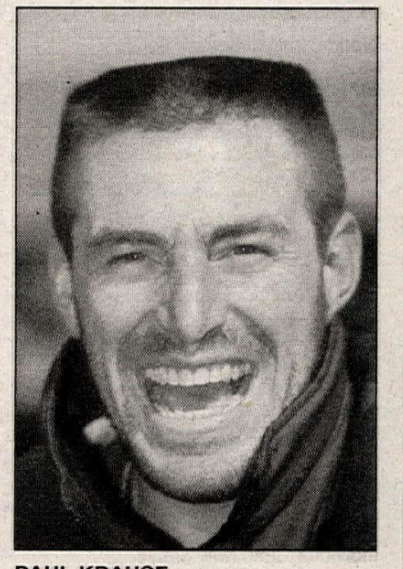
1. Paul Krause (Kaw), Irvine, CA (50)
2. Greg Zitterkopf (Kaw), Chino, CA (44/1 win)
3. Destry Abbott (KTM), Phoenix, AZ (36)
4. Jeff Capt (Hon), Glendora, CA (31)
5. Ty Davis (Kaw), Hesperia, CA (30/1 win)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (27)
7. Abe Baumann (Kaw), Garden Grove, CA (23)
8. Todd Hoy (KTM), Long Beach, CA (21)
9. Steve Hengeveld (Kaw), Phelan, CA (20)
10. Brian Garrahan (Kaw), Huntington Beach, CA (18)
    Craig Smith (Kaw), Brawley, CA (18)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 2 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (60/2win)
2. Brian Garrahan (Kaw), Boulder Creek, CA (39)
3. Jason Dahners (KTM), Redmond, WA (38)
4. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
5. Eric Mashbir (Hon), Oakland, CA (26)
6. Steve Hatch (Suz), Ithaca, NY (25)
   Cole Marshall (Hon), Boulder Creek, CA (25)
8. Scott Plessinger (KTM), Hamilton, OH (21)
9. Kent Howerton (KTM), Elmendorf, TX (18)
10. Rob Kopp (Kaw), Mica, WA (17)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 2 of 12 rounds)

1. Scott Summers (Hon), Petersburg, KY (40/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (38)
3. Steve Hatch (Suz), Ithaca, NY (36)
4. Fred Andrews (Yam), Salem, OH (30)
5. Randy Hawkins (Suz), Travelers Rest, SC (29)
6. Keith Johnson (Kaw), Penbrook, MA (28)
7. Duane Connor (Yam), Washington, PA (21)
   Brian Keegan (Yam), Canonsburg, PA (21)
9. Gene Onail (Kaw), The Plains, OH (12)
10. Rodney Smith (Suz), Oakley, CA (17)



PAUL KRAUSE

AMA/NATC NATIONAL TRIALS SERIES
(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (30/1 win)
2. Ryan Young (G-G), Lexington, KY (25)
3. Olivier Clamagirand (G-G), Brea, CA (21)
4. Jess Kempkes (G-G), Lincoln, NE (18)
5. Mark Manniko (G-G), Aurora, CO (16)
6. Raymond Peters (Sco), Moreland, NY (15)
7. Mike Guns (Bet), Canada (14)
8. Matt Moore (G-G), Sapulpa, OK (13)
9. Dennis Sweeten (Bet), Salem, OR (12)
10. Ryon Bell (G-G), Canada (11)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
5/5 Mantova, Italy, Rnd 5
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Leirop, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World Championship Trials Series
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
5/18 Wroclaw, Poland, Rnd 1
6/1 Lonigo, Italy, Rnd 2
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
4/28 Schnaitheim, Germany
5/12 Bauge, France
6/16 Jinin, Czech Republic
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series
4/27 St. Louis, MO, Rnd 14
5/18 Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Boise, ID, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
4/28 Wellston, OH, Rnd 4
6/23 West Greenwich, RI, Rnd 5
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
5/4-5 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
5/19 Middlebury, IN, Rnd 1
6/2 Jefferson, PA, Rnd 2
6/9 Freemansburg, PA, Rnd 3
6/16 Avoca, NY, Rnd 4
6/23 Danville, WV, Rnd 5
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

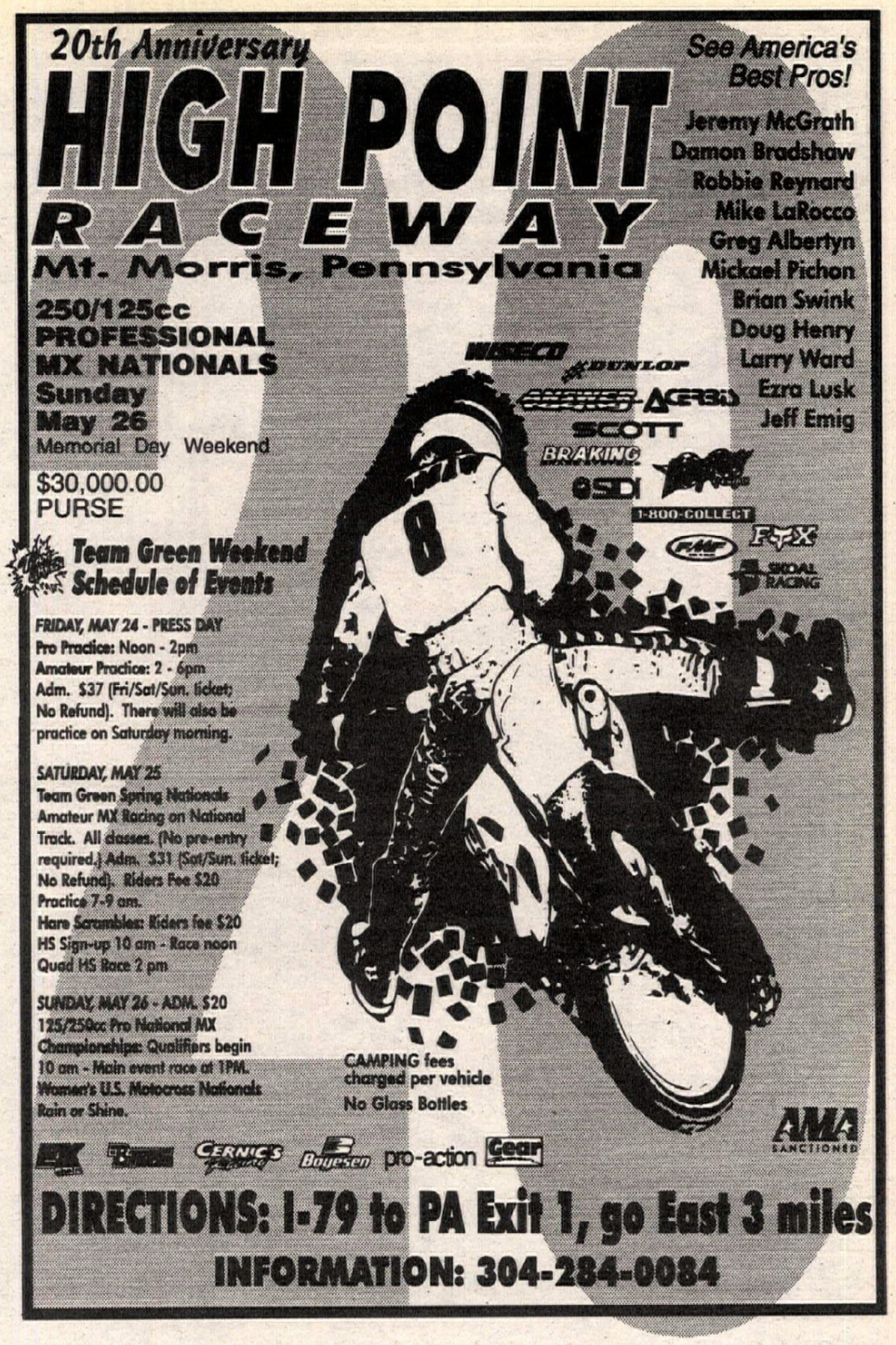
SCORE Desert Championship Series
5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

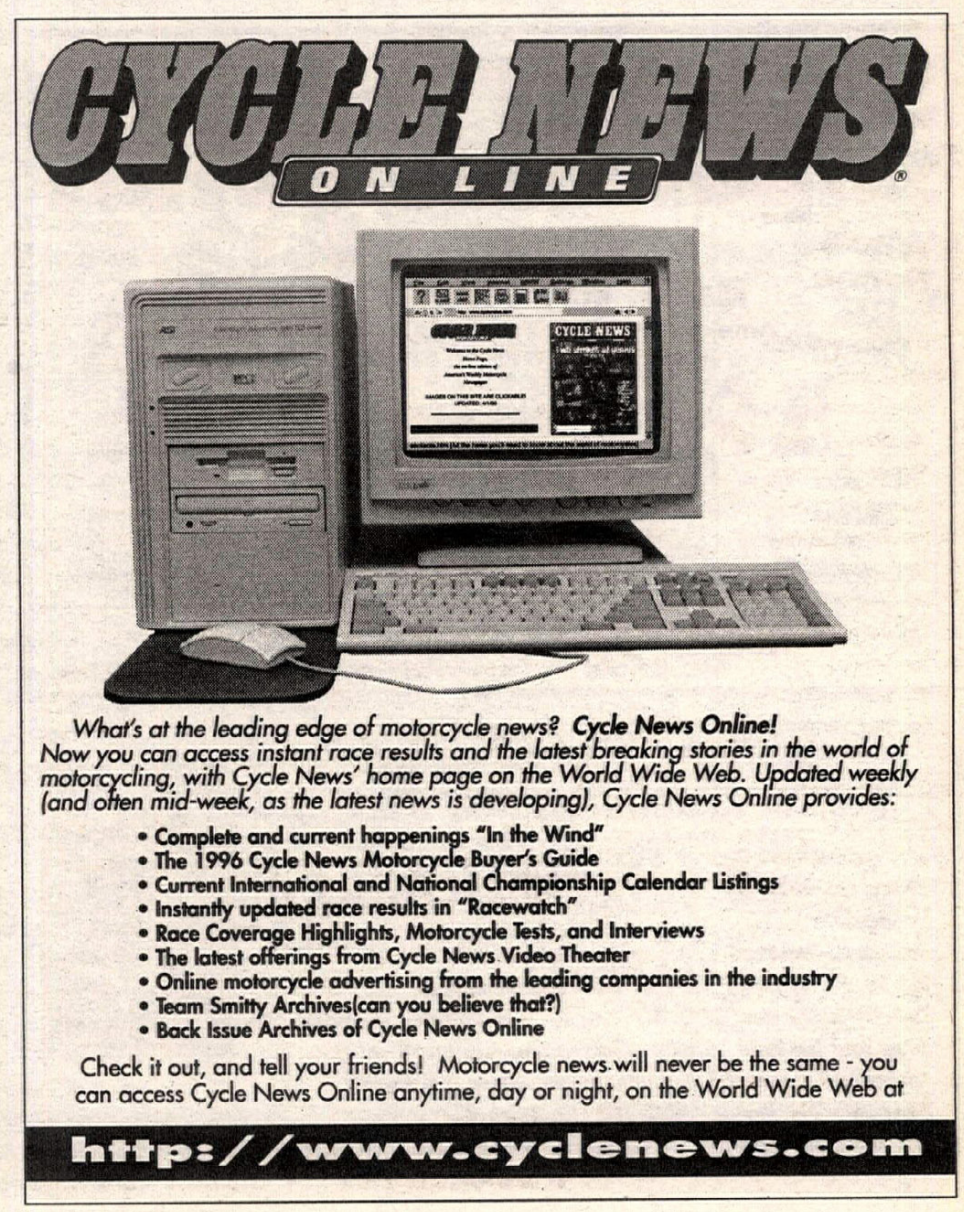
AMA/NATC Nat'l C'ship Trials Series
6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/24-25 Donner, CA, Rnds 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL





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First Race 7:00 PM

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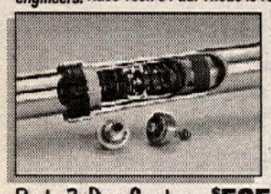

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- ▲ Shop Training

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
5/5 Dixon, CA
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
5/4 Dixon, CA, Rnd 3
5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
5/4 Indianapolis, IN

5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Hampton, VA
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National Supercross Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series
5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Torento, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National C'ship Qualifiers Series

Western 1
5/19 Moreno Valley, CA
6/2 Moreno Valley, CA
6/19 Moreno Valley, CA

Western 2
5/26 Hollister, CA
5/27 Hollister, CA
6/9 Monterey, CA
6/14 Livermore, CA
6/22 Chowchilla, CA
6/28 Livermore, CA

Appalachian
5/5 Mount Morris, PA
6/23 Delmont, PA

Arizona
5/18 Eloy, AZ
5/25 Phoenix, AZ
6/1 Eloy, AZ
6/8 Phoenix, AZ
6/15 Eloy, AZ
6/29 Phoenix, AZ

Carolinas
4/28 Wythville, VA
5/4 Blountville, TN
5/5 Blountville, TN
5/26 Hendersonville, NC

Central
5/26 Great Bend, KS
5/27 Great Bend, KS
6/9 Great Bend, KS

Cimarron
5/5 Oklahoma City, OK
5/12 Oklahoma City, OK
5/26 Welch, OK
6/2 Oklahoma City, OK
6/9 Oklahoma City, OK
6/30 Welch, OK

Dixie
5/5 Milan, TN
5/12 Baldwin, MS
5/19 Somerville, TN

Eastern
5/19 Hanover, PA
5/26 Budds Creek, MD
6/5 Budds Creek, MD

Finger Lakes
5/5 Binghamton, NY
5/12 Clifford, PA
5/19 Binghamton, NY
6/2 Clifford, PA
6/16 Clifford, PA

Dakotas
5/5 Dickinson, ND
5/19 Donnybrook, ND
6/2 Bismarck, ND
6/8 Arvilla, ND
6/9 Arvilla, ND
6/16 Underwood, ND

Midwest
5/12 Salem, IL
5/26 Kahoka, MO
5/27 Kahoka, MO
6/23 Salem, IL
6/30 Salem, IL

Nebraska
5/5 Westmoreland, KS
5/19 Ashland, NE
6/2 Ashland, NE
6/16 Westmoreland, KS

Northcentral
6/1 Buchanan, MI
6/2 Buchanan, MI
6/29 Rochester, IN
6/30 Rochester, IN

Northwest
5/5 Richland, WA
5/19 Connell, WA
5/26 Spokane, WA
6/2 Onalaska, WA
6/29 Port Angeles, WA

Ohio
5/11 Malvern, OH
5/19 Malvern, OH
6/1 Malvern, OH
6/9 Malvern, OH
6/22 Malvern, OH

Ozark
5/11 Springfield, MO
5/19 Springfield, MO
5/27 Little Rock, AR
6/2 Fort Smith, AR

Rocky Mountain
6/2 Cheyenne, WY

ROAD AMERICA

JUNE 7, 8, 9, 1996

Two-Wheel Thunder

Coca-Cola Trade-mark®

SUPER-CYCLE CLASSIC

Outrageous Speed & Drama as America's best riders take their cycles to the ragged edge. An action-packed weekend featuring SUPERBIKES, 250 GRAND PRIX, SUPER-SPORT and HARLEY TWIN events.

Factory Top-Guns from Harley, Honda, Ducati, Yamaha and Suzuki take on America's longest and most demanding road course.

AMA OFFICIAL AMA PRO CLUB EVENT

All Roads Lead To ROAD AMERICA Elkhart Lake, WI

TICKETS & INFORMATION: 1.800.365.RACE

Children 12 and Under Admitted Free with Paying Adult

VISA MasterCard

DISTRICT 37 AMA COMPETITION

District #37 Referee
Mike Martin
(619) 251-3489
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Apr. 28	Vikings M.C. @ Teagle Wash, Red Mountain Info: Jim 310-732-0236	Nat'l Hare & Hound
May 4 & 5	Shamrocks M.C. @ Glen Helen, San Bernardino Info: Ron 818-767-4594	Grand Prix
May 11 &12	Badgers M.C. @ Charlie's Place, Red Mountain Info: 818-894-1452	Dual Euro Scrambles
May 19	Ventura Co. M.C. @ Ballinger Cyn., Los Padres N.F. Info: Rick 805-647-8745	Qualifier Enduro

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
Apr. 28	Team Dual Dogs @ Glen Helen, San Bernardino Info: Damon 818-701-1913	Dual Sport
May 4 & 5	Team Dual Dogs @ Glen Helen, San Bernardino Info: Damon 818-701-1913	Dual Sport
May 18 &19	California Trail Rides @ Smokey Bear Rd., Gorman Info: Larry 714-992-9291	Dual Sport

AMP Racing
Mechanix Wear/FMF/Yamaha of Modesto
1996 Spring Series
Round #5 Sunday, April 28 The Oatfield, CA
Info: (209) 541-0860
(408) 238-8208

STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845
Open Riding Practice
Tuesday & Thursday Nights!
4:30 pm to 9:30 pm
NEW EXPANDED HOURS
Saturday Mornings!
9:00 am to 2:00 pm
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway
at the Lake Perris Fairgrounds

CRC California Race Schedule

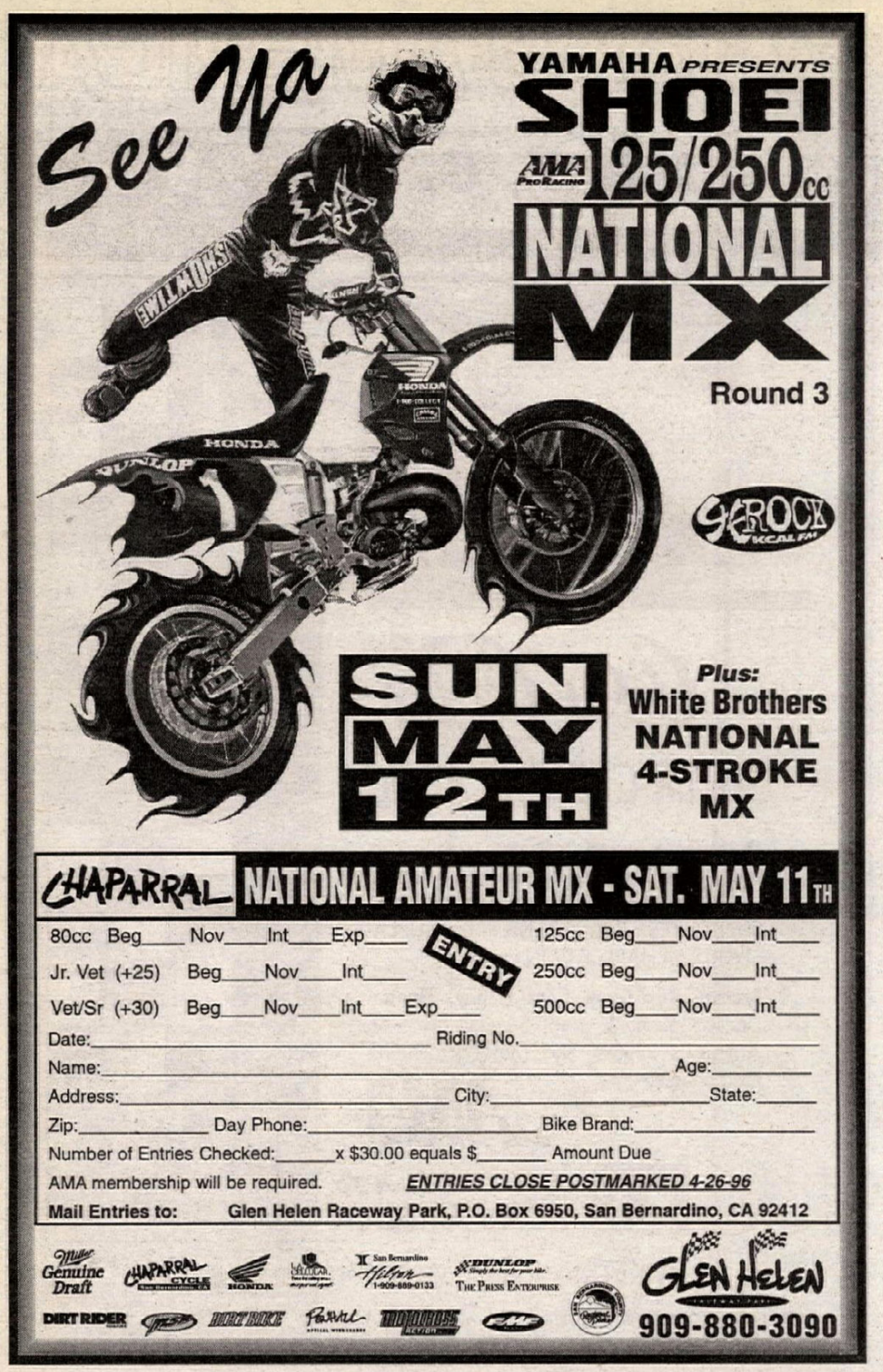
100% PRO PAYBACK

Sun., April 28	CRC MX - Dunestown	L.A.C.R.
Sun., May 5	CRC MX - Dunestown	Edwards A.F.B.
Sun., May 12	No Race	
Sun., May 19	CRC MX - Dunestown	Perris
Sun., May 26	CRC MX - Dunestown	L.A.C.R.

Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

GNC Texas Series
May 5, 1996
Lake Whitney Cycle Ranch
Whitney, Texas
Call: 817-694-2901
GNC MOTOCROSS

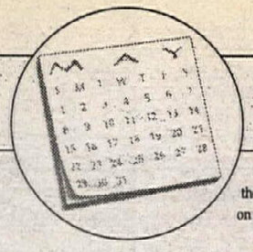


WHITE BROTHERS PRESENTS

The World 4-Stroke MX Championships

April 28 • Glen Helen Park CA

INFO: 714-692-3404



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO

Southwest
4/28 Albuqueraue, NM
5/19 Albuqueraue, NM
6/23 Albuqueraue, NM

Silver State
5/19 Carson City, NV
6/7 Carson City, NV
6/14 Carson City, NV
6/21 Carson City, NV

Texas
5/4 Whitney, TX
5/17 Mosier Valley, TX
6/8 Burleson, TX

Viking
5/5 Staples, MN
5/12 Mazeppa, MN
5/27 Staples, MN
6/16 Deer River, MN
6/23 Mora, MN
6/30 Staples, MN

Wyoming
5/5 Lusk, WY
5/12 Gillette, WY
5/26 Laramie, WY
6/16 Casper, WY

Georgia/Florida
TBA

Tennessee
5/25 I-40, TN
6/8 I-40, TN
6/29 I-40, TN

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
4/28 Wytheville, VA
5/4-5 Blountville, TN
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage MX Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Canada.
6/27-28 TBA, Canada.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
4/28 San Bernardino, CA
5/4-5 San Bernardino, CA
5/18-19 Gorman, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Montrose, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West Nat'l MX Series
4/27-28 Odgen, UT
5/17-18 Salt Lake City, UT
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

The AMP/Mechanic's Wear/ FMF/Yamaha of Modesto Spring Series
4/28 Turlock, CA, Rnd 5
Info 209/642-4364

Championship Enduro Series
4/28 Indian Mills, NJ
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

C'ship Hare Scrambles Series
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
4/28 Meriden, CT
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossippee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
5/4-5 Clinton, SC
5/18-19 Dixon, TX
6/8-9 Carrolton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
4/28 Dillwyn, VA
5/5 Martinsville, VA
5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
4/28 Middleboro, MA
5/5 Southwick, MA
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA

8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
5/5 Mead, CO
5/12 Peublo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
5/5 Muddy Creek, TN
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series
4/28 Claverack, NY
5/5 Modena, NY
5/12 Modena, NY
5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
* **8/31 Perris, CA
*Yamaha & **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South
9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
7/6 Perris, CA
7/7 Perris, CA

Northeast MX Classic Series
5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series
5/12 Coos Bay, OR
5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series
5/5 Western Reserve, OH
5/12 Spring Valley, OH
5/26 Amherst, OH
6/16 Ohio International,OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
5/5 Western Reserve, OH
6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
5/17 Missoula, MT
5/18 Missoula, MT
5/31-6/2 Cour d'Alene, ID
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
4/28 Glen Helen, CA
5/5 Glen Helen, CA
6/8-9 Lake Isabella, CA
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontaria, CA
Info: 818/886-7194

ASM Canada Cup Superbike Series
5/25-26 Quebec, Canada
6/8-9 Alberta, Canada
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 N.S., Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
5/20 Ontario, Canada
6/22-23 Quebec, Canada
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern C'ship Enduro Series
4/28 Wellston, OH
5/19 Clanton, AL
6/23 West Greenwich, RI
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals
South
4/28 Victorville, CA
5/19 Ramona, CA
North
4/28 Carson City, NV
5/18 Marysville, CA
5/26 Chico, CA
Final Showdown
6/1-2 Gorman, CA
Info 714/367-1141

FMF Pac-West MX Nationals
6/8 Albany, OR
6/9 Albany, OR
6/15 Richland, WA
6/16 Richland, WA
6/22 Raymond, WA
6/23 Raymond, WA
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
5/19 South Jersey, NJ
6/30 Speedsville, NY
7/30 RORR, Easter PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 W. Greenwich, RI
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

E.E.A. Eastern Championship Enduro Series
4/28 Wellston, OH, Rnd 2
5/19 Clanton, AL, Rnd 3
7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Deleware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Motowest/The Parts Unlimited 4th Annual Memorial Day MX Championship
5/25-27 Hollister, CA
Info 408/238-8208 or 415/587-8678

Daniels Ridge Supercross
4/27 Taylorsville, NC
5/11 Taylorsville, NC
5/25 Taylorsville, NC
6/8 Taylorsville, NC
6/22 Taylorsville, NC
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

MAY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

BURGER KING
JB Memorial 1996 Dunestown Series
HONDA • YAMAHA • SUZUKI CONTINGENCY MONEY
CRC
OVER $150,000 in Cash & Prizes
Presents...
19th Annual 1996 DUNESTOWN SERIES

Ride practice Sat., April 27 at LACR then come to the Holiday Inn in Palmdale for a free BBQ and giant manufactures and retailers display zone.

First 100 Entries for the Dunestown receive a free Azonic Hat or other prize from O'NEAL.

Holiday Inn
Official Dunestown Series Hotel

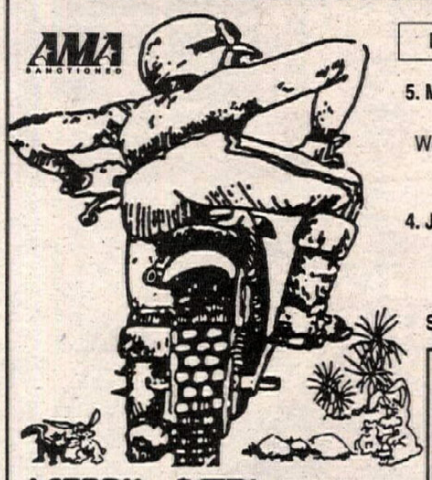
Rays Chevron
Official Dunestown Service Station

Round One	Sunday, April 28	LACR Motocross, CA
Round Two	Sunday, May 5	Edwards AFB MX, CA
Round Three	Sunday, May 19	Perris Motocross, CA
Round Four	Sunday, May 26	LACR Motocross, CA
Round Five	Monday, May 27	LACR Grand Prix, CA

HONDA Come ride with us. · FMF · Dave Mayer DHMA · Mechanix Wear · Schooners · YAMAHA · WISECO · VSK RACING · Cycle CONCEPTS · KIEFFE & SONS FORD · PROBOARD · O'NEAL · NATIONWIDE CYCLE · FOX · 30 minute PHOTO · MOTO TIME · HP2 · SCOTT USA · Golden West Trailer Sales

Read about all the racing events and final results in Motorsports News
For CRC Dunestown Info Call (805) 272-8889

WISECO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS
1996 Grand National Cross Country Series



AMA SANCTIONED

Best 8 Scores Count Toward 1996 Series Championship

5. May 11/12 BROWNSVILLE CITY PARK
Brownsville, PA
West of Uniontown on Rt. 40, Exit Business District S (3 mi.)
Saturday -Bikes / Sunday - Quads

4. June 1/2 BOYERS
Boyers, PA
50 miles N of Pittsburgh,
I-79 to I-80 east to Rt. 308 S.
Saturday - Quads / Sunday - Bikes

Entries and Information
RACER PRODUCTIONS
Rt. 12 Box 267
Morgantown, WV 26505
(304) 284-0084

Race 12 Noon
Youth 10AM

ACERBIS · SIDI · SCOTT · WISECO · ANSWER · BRAKING · DUNLOP Stick With Us · FMF · ITP · YAMAHA · Outerwears

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District 37 AMA Competition · AMA Sanctioned
BADGERS MC Celebrate Their 27th Anniversary With A
MOTHER'S DAY COP OUT
MAY 11 & 12, 1996
Charlie's Place
Red Mountain, CA

- Entry Fee: $17.00 one day or $32 for both days
- No 3 wheelers Allowed.
- No Under 16 Quad Riders.
- District 37 Points Event
- Spark Arrestors Required

T-Shirts With Names of the 1995 Two Day Winners

10% Trophies - each day, plus special trophies for 2 day overall winners in each class based on total points earned both days. In case of tie best finish on second day prevails.

For Further Information Contact:
Tom Edmonds (818) 894-1452
Jay Wickers (805) 242-2712
Dick Postma (805) 944-1894

Kids Event Saturday (Free)
AMA Membership Required

Two Row Start for Sen/Mag, Ex, Am

	9:00	11:00	12:30	2:00
Sat -A	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am125,500, 250, 4-Stk
Sat - B	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Beg-Nov 125, 500,250, 4-Stk

Two Row Start for Sen/Mag, Ex, Am

	8:00	10:00	11:30	1:00
Sun -A	Nov-Beg Sen-Mag	Quads All	Beg-Nov Vets-All	Beg-Nov 125, 500,250, 4-Stk
Sun - B	Ex-Am Sen-Mag	Sup. Sen. Wmn-Mini-All	Ex-Am Vets-All	Ex-Am125,500, 250, 4-Stk

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

April 26 Orange County Harley Blowout! Speedway, Sidecars and Harley Races
May 3 Coors Light 25-Lap Classic Speedway Championship
May 10 Mother's Day Mayhem! Mom's with kids $4.00 Speedway, Sidecars and Midgets

TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, April 27
MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090

Sat., April 27th White Bros 4-Stroke MX Practice (4-Strokes Only! No 2-Strokes)
Sun., April 28th White Brothers 4-Stroke MX C'ship
Sat./Sun. May 4th&5th Chaparral Shamrock Grand Prix

Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

MID-OHIO SPORTS CAR COURSE

LEXINGTON, OHIO

Call **1-800-MID-OHIO** or **419-884-4000**
for **Honda Super Cycle Weekend**
presented by Dunlop Tire
tickets and event information.
Children 12 and under admitted **FREE!**
10% discount on advance ticket orders.

Valvoline · Miller · AMA ProRacing · Smokin' Joe's Racing · Honda *Come ride with us.* · Wiseco · Dunlop *Simply the best for your bike.*

SUPER CYCLE
HONDA
WEEKEND
presented by Dunlop Tire

MAY 30-JUNE 2

Wiseco Superbike 100
600cc SuperSport
750cc SuperSport
250cc Grand Prix
Harley-Davidson SuperTwins
SuperTeams

6th Annual Dealer Ride • June 2
Call 614-793-4619 for information

Helping injured motorcycle racers financially

THE CLAYTON FOUNDATION

HELPS INJURED MOTORCYCLE RACERS

Donate to
THE CLAYTON FOUNDATION
310/427-7433
"We want to be your favorite charity"
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GIANT INDOOR MOTORCYCLE SWAP MEET
FRIDAY NIGHT
MAY 10, 1996
HARLEY - DAVIDSON & OTHER NEW OR USED PARTS
ACCESSORIES & RIDING GEAR
ORANGE COUNTY FAIRGROUNDS
COSTA MESA
5PM - 10PM
24HR: (714) 364-2542

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$1 OFF ONE ADULT ADMISSION
GOOD **MAY 10TH** ONLY
INTER-SHOWS MOTORCYCLE SWAPMEET
Not good with any other offer or discount

AMA **LITTLE STURGIS RALLY AND RACES**
Sunday, July 21, 1996
Union County Fairgrounds • Sturgis, Kentucky
Classes

86-200	Vintage	251-600 Expert
201-250	251-600 Pro/Am	750 2 Cylinder
251-500 B	251-600 Expert	883 H-D

$3,000 Cash Prizes, Trophies
For more information, contact Mike Cowan (502) 333-9316

Want Ad information - (310) 427-7433

AMP

Sat., May 25	MX Practice	Hollister Hills, CA
Sun., May 26	1996 Motowest/Parts Unlimited Memorial Day C'Ship 1996 NMA Ponca City Qualifier #1	Hollister Hills, CA
Mon., May 27	1996 NMA Ponca City Qualifier #2	Hollister Hills, CA

(408) 238-8208 (415) 587-8678
Motowest Racing Ent.

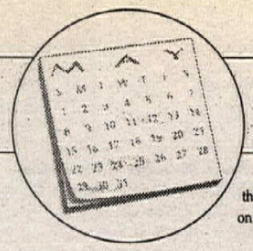
AMP

CMA **(209) 673-8080**
GFI Racing North
1996 CMA/GFI Spring Trophy MX Series

Sat., April 27	Little Okie, Madera, CA - Round 3	(Night Race)
Sat., May 4	Little Okie, Madera, CA - Round 4	(Night Race)
Fri., May 10	Little Okie, Madera, CA - Round 5	(Night Race)

GFI RACING *(909) 684-6996*
A Rider For the Riders

Sat., April 27	GFI Saturday Practice (8:00a.m.-1:00p.m.)	Perris
Sat., May 4	GFI Super Saturday Races	Perris
Sat., May 11	No racing/riding in support of the MX Nat'l	Perris
May 13 & 14	Fire/Police Nationals (Sat. & Sun.)	Perris
Sat., May 18	GFI Saturday Practice (8:00a.m. - 1:00p.m.)	Perris



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

*** DENOTES PRO PAYBACK**

Fri, April 26

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

April 27-28

CALIFORNIA MOTOCROSS - Sierra Old Timers National, Marysville Youth Park Benefit. Info: 916-695-2727.
CALIFORNIA OFF ROAD POKER RUN - Hi Desert Charities/BLM, Barstow. Info: 619/252-3093.
CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.
CALIFORNIA DIRT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706
* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-8916
* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/298-2100 or 419/822-3006
OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.
* UTAH MOTOCROSS - Wild West Nationals, O.C.A., Odgen. Info: 801/972-5074.
WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, April 27

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports. Practice only. Carlsbad Raceway. Info: 619/484-1441
CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 3, Little Okie, Madera. Info: 209/673-8080.
CALIFORNIA SWAP MEET - Peninsula Honda/Classic Japanese Motorcycle Club, Sunnyvale. Info: 408/225-3274.
CALIFORNIA DIRT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706
* FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. M/C Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.
* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.
FLORIDA MOTOCROSS - Points Rnd. 9, Sun State Raceway, Ona. Info: 941/776-0303.
GEORGIA FLAT TRACK - Harley Davidson/GFTL, 2nd Annual, Buford. Info: 770/962-7888.
GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.
MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.
MASSACHUSETTS ENDURO - CETRA, Junior Championship Series, William Phelan Memorial Brimfield. Info: 203/875-5757.
NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.
NORTH CAROLINA MOTOCROSS - 226 MX, Night Event, Info: 704/652-3758
* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.
* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. InfoL 910/342-4492.
* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342
OHIO MOTOCROSS - AMA/Dist. 11/New Moon Motocross, Springfield. Info: 513/324-2452.
* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.
* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006
* SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

Sun, April 28

CALIFORNIA ENDURO - AMA/Los Altos Dirt Bikers, ISDE qualifier, Lakeport. Info: 415/589-8585.
CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship Series, Red Mountain. Info: 310/732-0236.
CALIFORNIA MOTOCROSS - White Bros. 4-Stroke Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
* CALIFORNIA MOTOCROSS - AMC Sunstar Spring Classic Nationals Round 3. RacePlex, Victorville. Info: 714/367-1141
* CALIFORNIA MOTOCROSS - Over the Hill Gang, Castaic. Info: 310/864-6875.
* CALIFORNIA MOTOCROSS - SSC/MX: Castaic Brick Spring Nails. Warm-Up Race. Castaic Lake MX, 805/294-0020
CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd. 5, The Oatfield, Turlock. Info: 209/541-0860 or 408/238-8208.
* CALIFORNIA MOTOCROSS - Info: 707/943-3029
* CALIFORNIA MOTOCROSS - Central Coast Motorcycle Ass'n. Central Cal Qualifier #1. Pozo. Info: 800/570-6324
CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.
CALIFORNIA SHOW - 6th Annual Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 415/726-2328.
CALIFORNIA STREET BIKE POKER RUN - Lee's Honda Kawasaki, Redding, Info: 800/542-9697.
CALIFORNIA SHORT TRACK - Budweiser and RS Racing. Valley Thunder dirt track races. Madera Fairgrounds, Madera. Info: 209/661-0706
COLORADO MOTOCROSS - IMI Kart Races, Denver. Info: 303/286-1813.
* COLORADO MOTOCROSS - SRAC/Colorado Motorsport Productions, Aurora Race Track, Aurora. Info: 800/242-6581.
* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.
* FLORIDA MOTOCROSS - Yamaha 1996 Sunshine State MX Championship, Parts Unlimited, Ona. Info: 941/776-0303 or 407/333-2356.
* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.
* GEORGIA MOTOCROSS - AMA, Echeconnee Motocross, Macon. Info: 912/788-8227.
* GEORGIA MOTOCROSS - CRC Inc. Camden Racing Complex, Woodbine. Info: 912/729-5483.
* GEORGIA SHORT TRACK - AMA/Weaver Mechanicals GFTL, Georgia Karting Kemplex, Carnesville. Info: 770/962-7888.
GEORGIA HARE SCRAMBLE - SETRA Sanctioned Off-Road Park. Macon. 912/745-3946
IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.
* ILLINOIS SHORT TRACK - Pro-AM & 4-Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.
ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/963-2491.
ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort: 815/469-9972.
* KANSAS MOTOCROSS - K.O.R.R., Spring Championship, Green Acres, Marion. Info: 316/942-6527.
* KENTUCKY MOTOCROSS - Fun Throttle Promotions Inc., Hatfield. Info: 606/353-4740.
KENTUCKY MOTORCYCLE RACE - Hillbilly Raceway, Hatfield. Info: 606/353-4740
* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS ENDURO - NETRA, John Monahan, Freetown. Info: 203/875-5757.
MASSACHUSETTS - NESC, Middleboro. Info: 413/772-0685.
* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.
NEW MEXICO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Albuqurque. Info: 310/868-8112
NEW YORK MOTORCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.
NEW YORK TRIALS - District 4, Cayuta. Info: 607/594-3680.
* NEW YORK MOTOCROSS - Claverack Motocross, Claverack MX Track. Info: 518/828-6149
NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596
* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raeford. Info: 919/554-4467.
* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Beulah. Info: 701/343-2094
OHIO ENDURO - AMA/Appalachian Dirt Riders, National Championship Series, Wellston. Info: 614/384-2286.
OHIO HARE SCRAMBLES - CRA, Wagner Racing, New Philadelphia. Info: 330/682-9231.
OHIO HARE SCRAMBLES - Sunset Ramblers, team race, Galion. Info: 419/562-6931.
* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 614/596-2057.
* OREGON ROAD RACE - OMRRA/Portland International Raceway, Portland. Info: 503/221-1487.
OREGON ENDURO - OMRA/Lobos M/C Inc, ISDE Series/China Hat, points event, Bend. Info: 503/678-2779.
PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.
* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Dist. 6 Expert points, Hanover. Info: 717/359-4310.
* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290
TEXAS MOTOCROSS - GNC, GNC Texas Series, Lakeside Motorsport, Bastrop. Info: 817/694-2901.
VIRGINA HARE SCRAMBLE - VCHSS/Central Virgina Trailriders, Dillwyn. Info: 804/378-1180.
VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Pro Sport, Wytheville. Info: 423/323-5497.
VIRGINIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Wythville. Info: 310/868-8112
WASHINGTON MOTOCROSS OPENER - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087
WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Wilderness, Clarksburg. Info: 304/284-0084.
*WYOMING MOTOCROSS-HPMA/Lusk Dirt Riders, Lusk. Info: 307/334-2321.

April 29 & 30

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Loretta Lynn's Amateur Regional Championship, 125C-250C & Youth Classes Also, Delmont. Info: 304/284-0084.

Tue, April 30

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 1

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653

Fri, May 3

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.
* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

May 4-5

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Chaparral Cycle Supply/ Shamrocks Dual Sport Ride, Glen Helen Raceway, San Bernardino. Info: 818/701-1913.

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CALIFORNIA GRAND PRIX - AMA/D-37/Shamrocks MC, 1996 Big Six G.P. Series, Glen Helen Raceway, San Bernardino. Info: 909/678-0419 or 310/423-1889.
CALIFORNIA MOTOCROSS - GFI/Super Motocross, Perris Raceway. Info: 909/653-4042.
CALIFORNIA VINTAGE TT & MOTOCROSS - AHRMA, TT-Sat/motocross - Sun, Argyll Park, Dixon. Info: 916/678-3592.
KENTUCKY DUAL SPORT - AMA/Racer Productions, Dual Sport Trail Ride Series, Renfro Valley. Info: 304/594-1157.
MICHIGAN MOTOCROSS - Mustang Acres, Brighton. Info: 810/229-9719
* OHIO MOTOCROSS - AMA Loretta Lynn Area Qualifier. Broken Spokes, New Philadelphia. Info: 330/339-9265
OKLAHOMA DRAG RACE - IDBA, Thunder Valley Raceway, Oklahoma City. Info: 205/849-7886.
PENNSYLVANIA MOTOCROSS - Tucker Rocky Spring Series, High Point Raceway, Mount Morris. Info: 304/284-0084
SOUTH CAROLINA OBSERVED TRIALS - Southeastern Trials Riders Association, Clinton. Info: 770/928-4872.
* UTAH MOTOCROSS - USRA / Carbon Emery Motorcycle Ass'n. Carbon County Fairgrounds. Price. 801/637-3000

Sat, May 4

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 4, Little Okie, Madera. Info: 209/673-8080.
* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M/C, Lodi. Info: 209/544-1027.
CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.
* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441
* CALIFORNIA MOTOCROSS - SSC/MX: Castaic Brick Spring Nails. Round 1. Castaic Lake MX, 805/294-0020
* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880
* COLORADO SHORT TRACK & TT - Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.
COLORADO SUPERCROSS - SRAC/M&M, Pueblo. Info: 800/242-6581.
* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.
GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.
* INDIANA DIRT TRACK - AMA, Semi-Pro, Pro-AM- Fast Track Racing Inc., Summer Thunder Series, Indiana State Fairgrounds, Indianapolis. Info: 219/486-7172.
* KENTUCKY ARENA CROSS - KTMXA/Paris Dirt-Trackers, Inc. Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)
* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.
NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.
NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 1, Motorsports Unlimited, Nebo, Info: 704/652-3758.
* NORTH CAROLINA SUPER CROSS - N.A.M.E. Super Cross night series. Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492
* OKLAHOMA MOTOCROSS - AMA Rules/, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.
OHIO MOTOCROSS - AMA/District 11, YZ Bucks, Action Sports Promotions, Inc., Nelsonville. Info: 614/594-6686.
* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006
* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.
* PENNSYLVANIA MOTOCROSS - Doublin Gap / Rodney Yentzer. Calisle. 717/249-6036
TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Blountville. Info: 310/868-8112
TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Whitney. Info: 310/868-8112
WASHINGTON MOTOCROSS - Motocross/Loretta Lynn Regional & Regularized. AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

May 5-7

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

Sun, May 5

ARKANSAS ENDURO - Black Jack Enduro Circuit, Davis Lake Enduro, Little Rock. Info: 417/345-6211.
CALIFORNIA HARE SCRAMBLE - VA State Championship, Blue Ridge Cycle Club, Martinsville. Info: 540/632-5931.
CALIFORNIA MILE DIRTTRACK - AMA, Dowing & Corner Promotions, Corcoran. Info: 209/992-2367.
CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.
CALIFORNIA MOTOCROSS - CRC, Dunestown, Edwards AFB, Edwards. Info: 805/272-8889.
COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.
COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.
* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.
* FLORIDA MOTOCROSS - FL/GA Spring Series, Double A promotions, North Florida Raceway, Jacksonville. Info: 904/268-2376 or 845-2076.
* GEORGIA MOTOCROSS - AMA/Georgia State Championship Series, Lazy River Motocross Ranch, Dalton. Info: 706/278-1620.
ILLINOIS SHOW - J&P Promotions, 15th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
ILLINOIS MOTORCYCLE PARTS - 15th Annual Extravaganza, Will County Fairgrounds, inside/outside vending. Peotone. Info: 319/462-6011
INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.
IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Fremont. Info: 515/795-3440.
IOWA ENDURO - Turkey Scratch Enduro Riders, Femont. Info: 515/933-4915 or 515/933-4872.
IOWA OBSERVED TRIALS - All-Iowa Trials Riders Ass'n. Bussey. Info: 319/277-6179
* KANSAS MOTOCROSS - K.O.R.R., Sprockets II River track, Arkansas City. Info: 316/942-6527.
KANSAS MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Westmoreland. Info: 310/868-8112
KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnerville. Info: 606/472-3442.
MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.
MASSACHUSETTS MOTOCROSS - New England Motocross Assoc., Capeway Rovers, Middleboro. Info: 860/928-2138.
MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.
MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Staples. Info: 310/868-8112
MISSOURI HARE SCRAMBLER - Nasty Creek, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/931-9166.
NEW YORK TRIALS - District 4, Corning. Info: 607/732-3027.
* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997
NEW YORK POKER RUN - Square Deal Riders, Binghamton. Info: 607/655-2481 or 722-7433.
NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Suzuki Contingency, Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.
NEW YORK MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Binghamton. Info: 310/868-8112
* NORTH CAROLINA MOTOCROSS - AMA/Dist. 29, Devil's Ridge Motocross, Michelin Day, Sanford. Info: 919/776-1767.
NORTH DAKOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Dickinson. Info: 310/868-8112 or 701/838-1268
* OHIO 1/2 MILE DIRT TRACK - AMA/Championship Racing Enterprise, Springfield. Info: 513/434-7750.
OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 216/482-2971 or 332-9465.
OHIO HARE SCRAMBLE - Hidden Hills Raceway. Athens. Info: 614/593-6704.
* OHIO MOTOCROSS - Western Reserve Motorcycle Club (CRA). Salem. Info: 330/337-8077
* ONTARIO, CANADA MOTOCROSS - MRA, Leamington Raceway. Leamington, Ontario Canada. Info: 519/ 326-3447 or 313/289-2100
OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Oklahoma City. Info: 310/868-8112
OREGON CROSS COUNTRY - OMRA/Trailsmen M/C Inc., Coast Range 100, points event, Tillamook. Info: 503/678-2779.
* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.
PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mount Morris. Info: 310/868-8112
* PENNSYLVANIA MOTOCROSS - District 7, Happy Ramblers M.C. Club. Hanover. Info: 717/633-7708
SOUTH CAROLINA TRIALS - Modern Clinton. Info: 910/773-0742.
* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.
TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Blountville. Info: 310/868-8112
TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Milan. Info: 310/868-8112
TEXAS MOTOCROSS - GNC, GNC Texas Series, Lake Whitney Cycle Ranch, Whitney. Info: 817/694-2901.
TEXAS MOTORCYCLE EXPO SHOW - 8th Annual, Swap Meet Longview, TX. Convention Center. Info: 214/216-5520.
* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.
WASHINGTON MOTOCROSS - Motocross Gold Star Series. AMA sanctioned. Washougal Motocross track. Info: 541/673-1671
WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Richland. Info: 310/868-8112
* WISCONSIN MOTOCROSS - AMA/Dist. 16 & Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.
* WYOMING MOTOCROSS-HPMA/Lusk Dirt Riders, Lusk. Info: 307/334-2321.
WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Lusk. Info: 310/868-8112

Tue, May 7

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 8

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, May 10

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 5, Little Okie, Madera. Info: 209/673-8080.
CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.
* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.
* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735
* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.
* WISCONSIN MOTOCROSS - AMA/Dist 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 11-12

CALIFORNIA MOTOCROSS - AMA, amateur day - Sat, 125/250cc National - Sun, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
MICHIGAN MOTOCROSS - Baja Acres, Loretta Lynn qualifier, Millington. Info: 517/871-3356.
PENNSYLVANIA MOTOCROSS - AMA/Cross Country Championships, Brownsville. Info: 304/284-0084.
TENNESSEE DRAG RACE - AMRA, National, 1/4 mile, Memphis International Dragway, Memphis. Info: 708/250-0838.

Sat, May 11

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 1, Las Bonas. Info: 209/673-8080.
CALIFORNIA MOTOCROSS - Phillipsville. Info: 707/943-3029.
CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.
* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880
* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441
* COLORADO SHORT TRACK & TT - Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.
COLORADO SUPERCROSS - SRAC/E&M, Greeley. Info: 800/242-6581.
* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.
GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.
MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Springfield. Info: 310/868-8112
* MONTANA MOTOCROSS RACES - NMA Qualifier, Sprout Patch Competition, Billings. Info: 417/744-2593.
NEW YORK ENDURO - NETRA, Junior Enduro Championship Series, Catra Jr., Fishouse. Info: 203/875-5757.
* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.
* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248
NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.
* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.
* NORTH CAROLINA SUPERCROSS - N.A.M.E. Super Cross night series. Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492
* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342
* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.
* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.
* OHIO SHORT TRACK - Scotty Brown International Racing, Season Opener, Bear Creek Speedway, Canton. Info: 330/837-5694.
* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006
OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 310/868-8112 .
* SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.
* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, May 12

CONNECTICUT MOTOCROSS - New England Sports Committee, C. Village. Info: 413/772-0685.
* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.
IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.
ILLINOIS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Salem. Info: 310/868-8112
KENTUCKY MOTORCYCLE SUPER-CROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740
MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mazeppa. Info: 310/868-8112
MISSISSIPPI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Baldwin. Info: 310/868-8112
NEW YORK HARE SCRAMBLES - NETRA, Catra, Fishouse. Info: 203/875-5757.
NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Walden Playboys M.C., Walkill. Info: 914/561-2126.
* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.
* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.
OHIO ENDURO - AMA/District 11 & 15, Londonderry. Info: 614/775-4694
OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.
* OKLAHOMA MOTOCROSS - AMA Rules/, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.
OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Oklahoma City. Info: 310/868-8112
* ONTARIO, CANADA MOTOCROSS - MRA, Leamington Raceway. Leamington, Ontario Canada. Info: 519/326-3447 or 313/289-2100
OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.
PENNSYLVANIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Brownsville City Park, Brownsville. Info: 304/284-0084.
* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290 or 607/648-4997
PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Clifford. Info: 310/868-8112
* VIRGINIA MOTOCROSS - AMA/District 13, US Eastern Pro AM Motocross Spring Series, Danville. Info: 804/836-3633
WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgroungs, Lake Mills. Info: 414/297-9367.
*WYOMING MOTOCROSS-HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.
WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Gillette. Info: 310/868-8112

Tue, May 14

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 15

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 17-19

CALIFORNIA DIRT TRACK, MOTOCROSS & SHOW - AMA/AHRMA/Vintage Cycle Promotions, 28th Annual Vintage Cycle Rally Motorcycle Parts Exchange, Antique Motorcycle Show, with Regional TT Racing, National Dirt Track Racing And Regional Motocross, Kings Fairgrounds, Hanford. Info: 805/733-1137.

Fri, May 17

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 6, Little Okie, Madera. Info: 209/673-8080.
* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.
* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735
MONTANA SHORT TRACK - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.
* OHIO MOTOCROSS - Non-sanctioned. Broken Spokes, New Philadelphia. Info: 330/339-9265
TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mosier. Info: 310/868-8112
* WISCONSIN MOTOCROSS - AMA/Dist 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

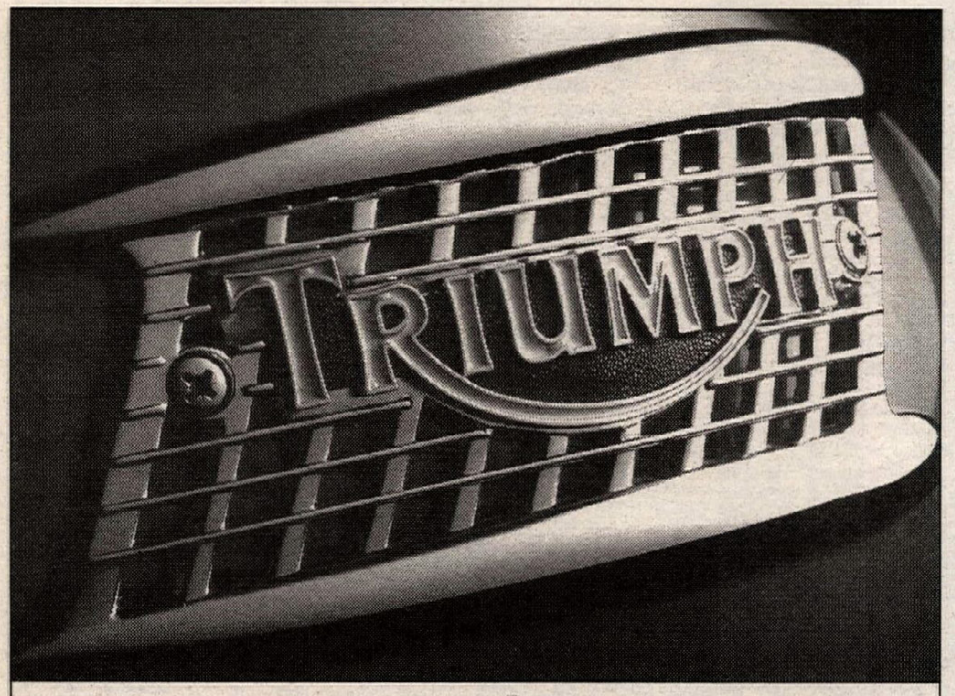
_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

QUIK SHOP



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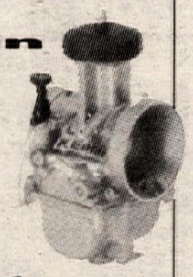

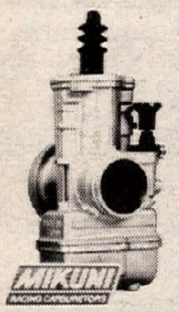

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Sales Position
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Parts Counter Person
Very busy multi-line dealer looking for experienced parts person, who wants more than just another job. Call Tony. Yamaha Suzuki Sea-Doo. Ft. Pierce, Fl. Days (407) 489-0100 Eves. (407) 229-6139 FL. (314-17)

Suspension Tech
Part time tech with experience in roadrace, MX, and ATV. Call Stig at PPS (714)630-4777 and/or FAX resume to (714)630-4788 CA (215-18)

Technician & Parts Sales
Washington D.C. area multi-line dealer has positions open for experienced HD professionals. Must have interest in learning other product lines. (BMW, Ducati, Triumph, Yamaha) Modern clean facility. Excellent benefits and salary potential. Ask for Tom (301)948-4581 Ext. 100. MD. (215-17)

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Experienced Service Manager
Wanted: Ohio high-volume, multi-line dealer with 25 yrs. experience in the industry. Big bucks, year-round bonuses and benefits to boot. Fax resumes to (614) 871-1661 or phone (614) 871-3711. Ask for Patty OH (316-25)

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Honda Technician
Long-time, established, small, busy Honda dealership needs full-time experienced Honda technician. Immediate opening, benefits. Glendale, CA. Please call Brian (818) 246-2461. Fax resume (818) 246-4586. CA (216-17)

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R & D Technician
Full time individual needed to assist Engineer in developing M/C exhaust systems & other M/C related products. Should have experience in fabricating, developing prototypes, and dyno testing. Must be dependable, highly motivated and a team player. Full benefits and competitive wages available. Send resume to: Answer Products, Inc. 28209 Ave. Stanford, Valencia, Ca. 91355 Fax: (805) 294-4180 or call Mike @ (805) 294-4108 CA (216-17)

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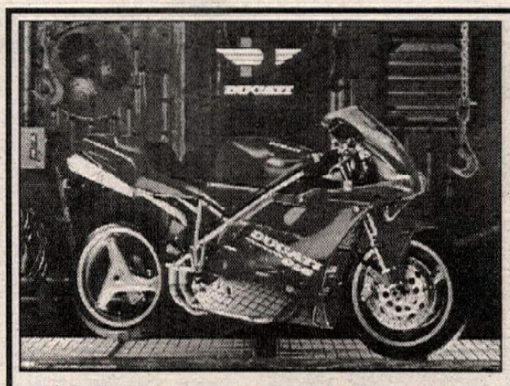
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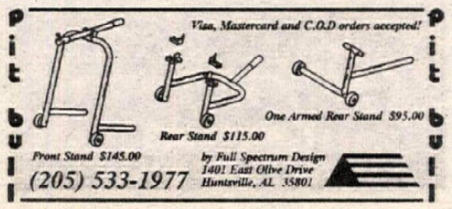
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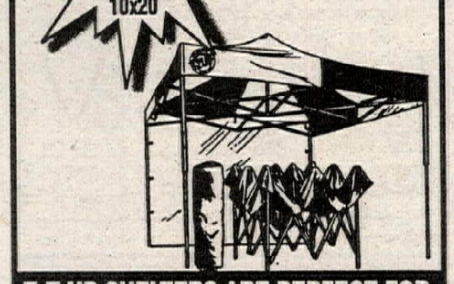

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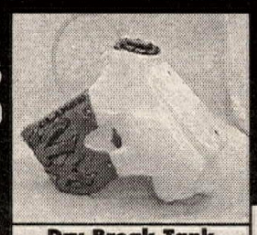
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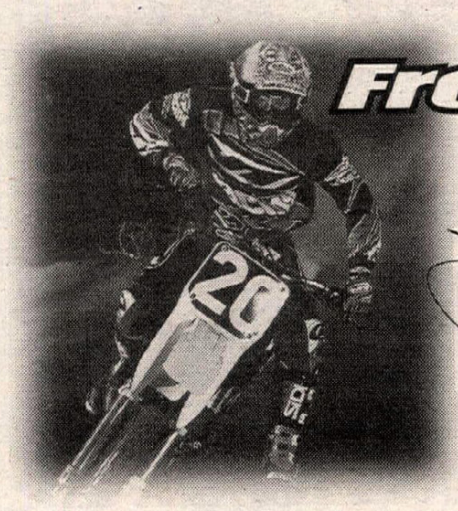
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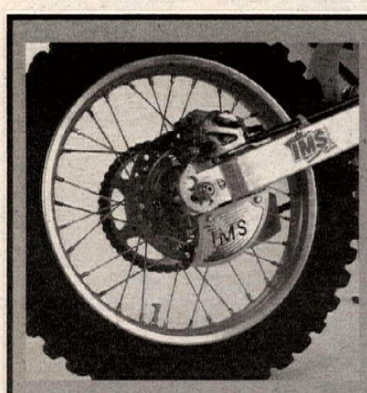
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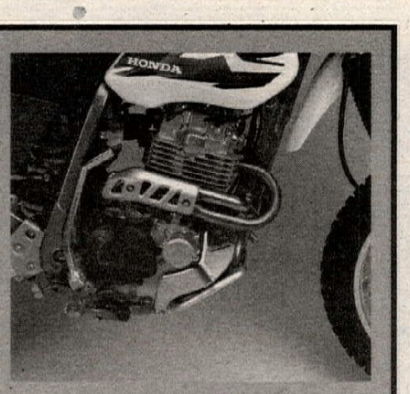
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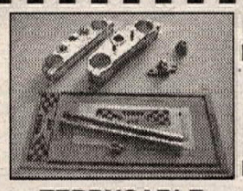

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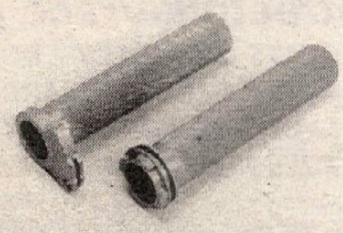

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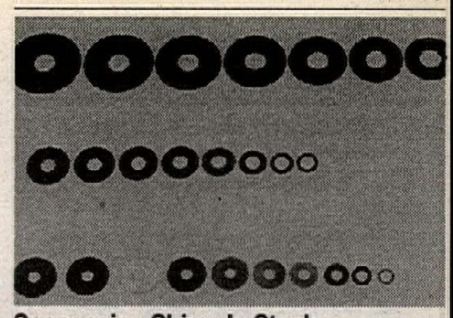

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Run my ad in the special section:
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A private party is someone selling his or her own item(s), or wishing to buy an item for personal use. Any ongoing activity may be regarded as a business and will be charged the commercial rate.

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THURSDAY 5:00 p.m. P.T. for next week's issue. No cancellations after deadline. Ads are accepted on a first-come, first-serve basis. Cycle News reserves the right to edit/abbreviate copy & bold headlines. Any discrepancies must be reported within one week of publication to receive any adjustment. Price advertising or specific reference to list price or cost on new, current year model motorcycles will not be accepted. Price advertising is allowed on pre-owned current models but they must be identified as used or previously registered.
Fill in the Visa/Mastercard Charge blank or send check or money order to Cycle News at above address.

CREDIT CARD LIMIT MINIMUM $5.00.

Signature _____

Expiration Date _____

Please run my ad in _____# of issues.

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Print name, address and ad copy clearly.

Name

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PRINT BOLD HEADLINE HERE (Leave spaces)
Bold headlines do not count towards want ad word count. **PLEASE INCLUDE PUNCTUATION.**

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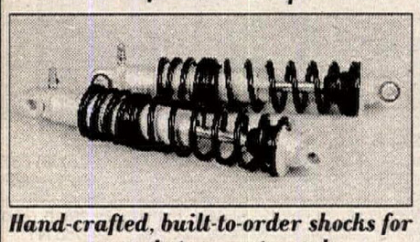

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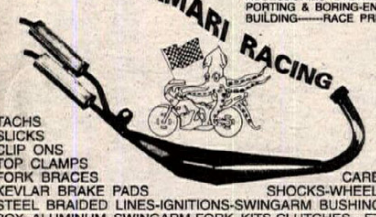

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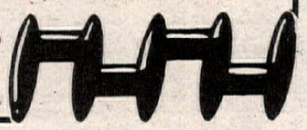

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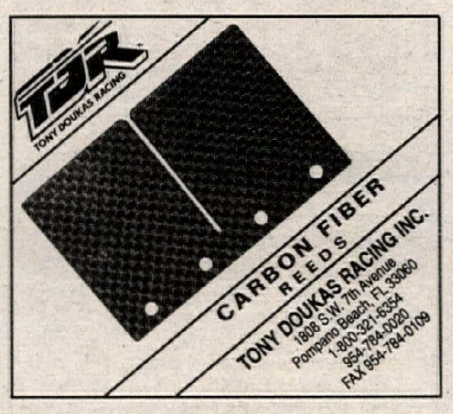

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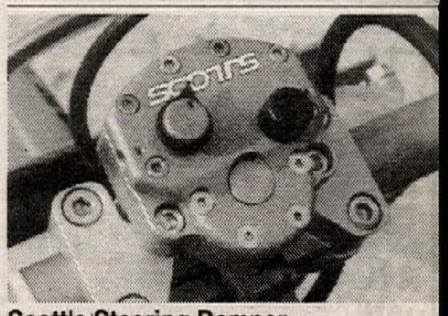

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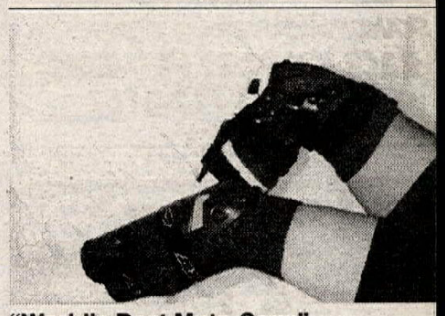

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IN THE TAPES

By Scott Rousseau

Being an editor at *Cycle News* may or may not be a lot harder work than most people think, but it does have its privileges.

For example, we can't think of too many occupations that allow the average Joe to cruise, ride or race the newest, latest, trickest motorcycles and then tell people what we think. If the bike is cool, then we say it's cool. If it sucks, then so be it. If it breaks, well, hey, it's not my bike. The point is that we editors rarely find ourselves in the position of actually having to *purchase* a motorcycle of our own, a machine for which we will have to pay the registration, the insurance and the maintenance, and when the thing inevitably croaks under the abuse of someone who normally never has to purchase, register or maintain the thing in the first place, we don't have to go through the agony of selling it for way less than we paid for it in the first place.

Then again, I've been thinking lately that it wouldn't be such a bad idea to have a bike of my own. An old standby that I could jump on when the test pool got shallow, or just when I felt like a change of pace. The problem was that I couldn't just settle on one make or model, and that got me to thinking. Before I knew it, I was fantasizing how cool it would be to open the garage door and find a row of my dream machines. Being a practical dreamer, I decided that I would probably not own 50 bikes. They would not fit in my garage nor would they all ever get ridden, and besides that I hate to dust - just ask my mom the next time that you see her. So I decided to limit my choices to five. If, in this life or some other, I could own any five motorcycles, what would they be? Five Harleys? Five vintage Ducatis? Five Honda MB5s? Hey, could happen. And it's *my* dream. Who said you meet the nicest people on a Honda anyway?

1. A Harley-Davidson Wide Glide - Hey, I'll make no apologies for my pride in being Milwaukee-born. It's where my earliest memories originate, and among them are the countless times that we spent driving past H-D's Capital Drive engine plant, seeing rows and rows of shiny machinery in the parking lot out front - all of them personal machines that belonged to the company's proud employees. Now, that was during the '70s, the AMF era, and that was also long before I realized that the dark circles underneath each bike were *not* kickstand mats. And I've still got a full-line model brochure, a souvenir claimed while in the airline terminal at Mitchell Field during a visit in 1981, that shows the new Wide Glide in all its black and orange-flamed splendor. A whole lot of chrome, a whole lot of style, and that classic V-twin sound emanating from a machine that would always remind me where I came from. Of course, I'm older now, and more sensible. I may never live in Milwaukee again and doubt that I'd scour the classifieds in search of an '81 Shovelhead, but that 1995 Dyna Wide Glide we tested last year sure felt good as it rumbled around underneath me. There would be one in my dream garage, and if it just happened to sport the flame job of the original (it would) so much the better. It could take me home anytime I rode it, and no matter where I was going.

2. **A vintage Triumph 500 or BSA Spitfire Scrambler** - This one's pretty simple, and complicated. I'd want a vintage bike... I want a vintage bike, but whether or not I will actually ever be in the position to purchase one is another story. I'd want a Triumph 500, because my dad had one. More roots. It was a pre-unit job with low, straight pipes and those silly ape-hanger bars. But it was cool, because it was a Triumph, which I guess is what motorcycling was all about in those days. I'd throw out the bars, and maybe opt for more reasonable mufflers, but other than that, I'd want it to be just like his, the sole reminder of which is a small photograph of the machine parked on the lawn in front of the house where he grew up. It was just sitting there shining in the sun, that shining blue paint and that curvy seat beckoning someone to climb on and take 'er for a spin. If not the Triumph, than the Beezer would do nicely. One of my favorite adolescent books was entitled Two-Wheeled Thunder by William Campbell Gault. It was a fictional account of a scrambler's rise to the pinnacle of the sport from the humblest of beginnings. The story leads the reader to a fictional brand - a new model for which the kid's dad invests the family nest egg, but the kid's first bike was a BSA Spitfire Scrambler - complete with a headlight and a voltage regulator for street riding - how cool! The author's description of the motorcycle fueled my imagination, and when I finally came face to face with one several years later, I could see why. Maybe one of these two would get its own personal stall in the garage, behind the other four.

3. A 1996 Suzuki GSXR750-T - Up until just a week ago, I would have reserved this spot in the garage for a Honda CBR600F3, my best friend on the street heretofore. But the new 'Zook flat hauls, is way more friendly when negotiating the civil infrastructure than I ever thought it would be and more comfortable (for my diminutive frame anyway) than any hard-core sporting scalpel has a right. It's an honest-to-God superbike and a better candidate for dream garage status than would be, say, a Ducati 916 or Harley-Davidson VR1000, because I could maybe afford to keep the thing running. That bulbous, wind-cheating tail section has a certain endearing look to it as far as I'm concerned anyway. My personal copy would feature the yellow/carbon paint scheme, and not be too far from stock save for the swapping of Performance Machine brakes and wheels on both ends and perhaps a bit more throaty, but not offensive, exhaust system complete with a "tough" carbon-fiber canister. The thing would be just the ticket for one of those weekend tours through the double-fine zones of Southern California's Ortega Highway on the way to breakfast at the Lookout Roadhouse. Or maybe we would head north and take a spin on Angeles Crest with the psychos? Then again, the GSXR might be just the ticket for, uh, a ticket under those conditions. But equal happiness could be found on the Streets of Willow Springs or while sewing wild oats on the Laguna Seca tarmac during one of Dennis Pegelow's safety schools. Sounds like the most fun you can have with your leathers on.

4. A Honda RS750 - While not the most definitive of dirt trackers - that spot would certainly have to be reserved for the rival XR - the RS750 is probably the coolest-sounding motorcycle ever to take to the miles and half miles of the fairs circuit, so long as you discount that beastly 750cc oil-burner that Kel and Kenny sprung on the boys back in 1975. It's definitely got the best bark of any V-twin. And it's representative of a time when the Japanese were still interested in dirt track racing to the point that they went after it with a vengeance, hiring factory riders Ricky Graham and Bubba Shobert, and, almost overnight, developing a tool that allowed them to place a chokehold on the title for four years. Mine would have the same paint job as one of Bubba's, and every once in a while I'd pull that sucker out and bump it off, just long enough to hear the *rump-rump-rump* of the exhausts singing in unison with the sound of the carb slides rattling back and forth in their bores. Heady stuff. Then I'd shut it down and tuck it away before the neighbors started complaining. Can you imagine that? Neighbors objecting to the soul-stirring sound of a truly affordable works bike? If only they knew. Maybe someday Honda will come to its senses, build a few more, replenish the supposedly dwindling parts supply and pay a contingency to the faithful privateers who have continued to use them since the factory abandoned ship. Oh, sorry. That's another dream.

5. My 1977 Honda Z50A Somewhere in the darkest corner of my parents' shed is my "first" bike. Though not first in number, it is number one in my heart, because the people who gave it to me are no longer with me. It is neither a marvel of engineering nor is it a blue-chip investment, and yet it is far more priceless than any or all of the others on this list. It's just one of those little keepsakes that was hardly ridden and probably ridden too hard before it was put away in favor of another bigger, faster stepping stone. But it's still in there, and I'll never sell it. It's a motorcycle that stands for something, a remnant of an extremely happy childhood when the days were longer and spaces were wider, and the only thing that stopped me from going any farther was the amount of gas in the tank. And I suppose the real irony is that even with its diminutive one-gallon cell, that little Honda took me further than any bike ever has or ever will. It got me all the way here, making it the most ultimate of dream machines. CN

LOOKING BACK...

25 YEARS AGO... MAY 11, 1971

Early-morning rain produced a mountain of mud, at the AMXT Benefit Motocross in Livermore, California. As shown on the cover, many riders had difficulty with the course, but mud-loving **Bob Grossi** swept the Open Expert class... **J.N. Roberts** quietly conquered the Master Links Hare and Hound at Kramer Corners, California. In addition to his overall win, Roberts received a special award for winning his class on a silenced machine... An estimated 10,500 Southern California speedway fans turned out for the season-opener at the Orange County Fairgrounds. Because of limited seat capacity, 3000 would-be spectators did not get to see **Bill Cody** win the feature race.

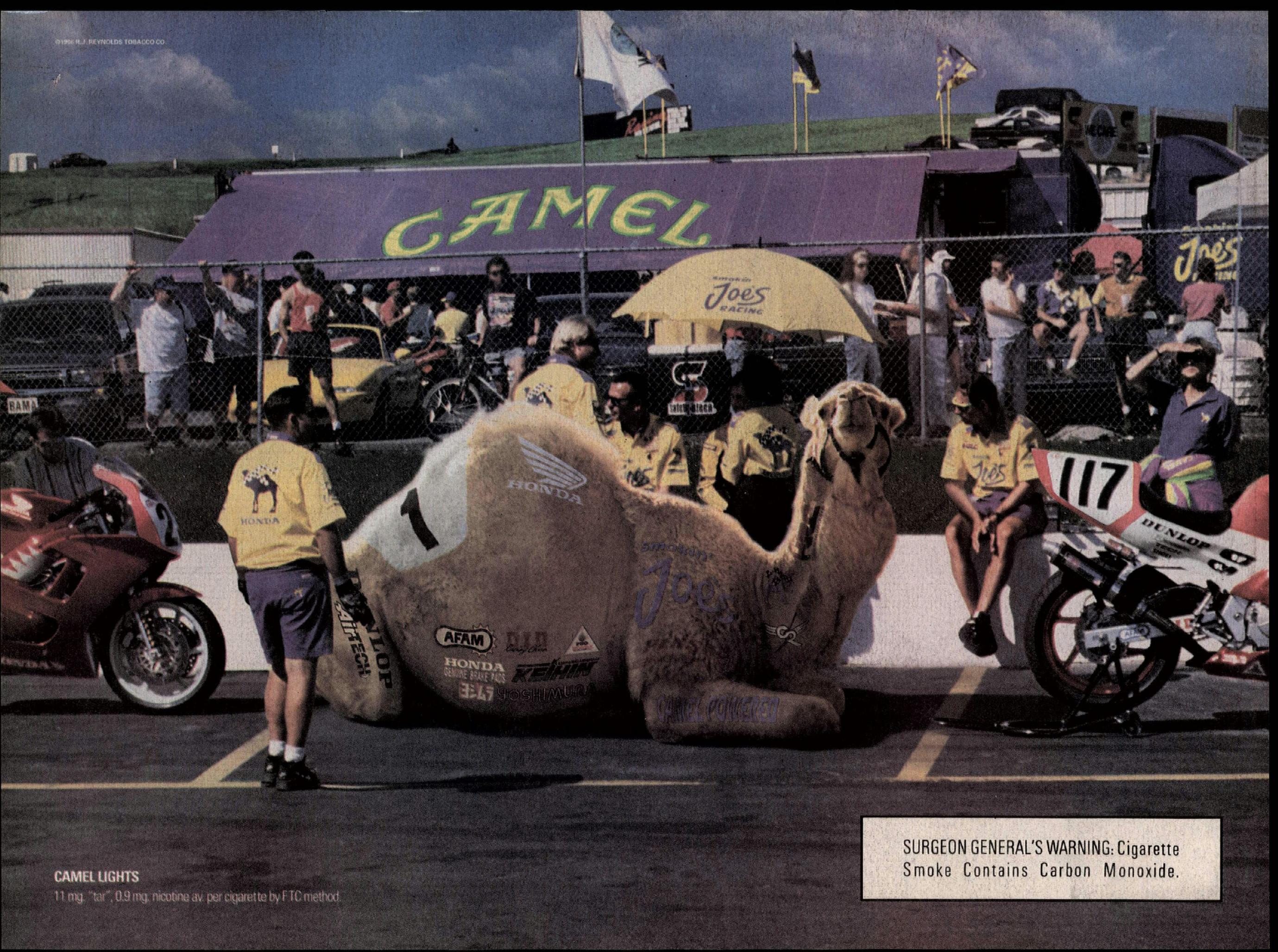
15 YEARS AGO... MAY 6, 1981

Weather lent a hand in trouncing the Yanks at the opening round of the Anglo-American Speedway Test Series in Manchester, England. Because of a freak storm, **Ronnie Preston** and **Scott Autrey** were unable to get to the track in time for the first race... **Jack Johnson** sewed up the Open-class win at round two of the AMA Two-Day Qualifier Series at Red Mountain, California. Johnson was riding with 30 stitches in his arm as the result of a crash the previous week... **Bob Hannah** reminded everyone why they called him "Hurricane" when he won round eight of the AMA Supercross Series in Pontiac, Michigan.

5 YEARS AGO... APRIL MAY 8, 1991

Cover boy **Damon Bradshaw** lassoed the win at the Dallas Supercross. The 18-year-old thus took over second in the series from defending champ **Jeff Stanton**, who finished fifth after sitting out the three previous main events with a separated shoulder. **Jean-Michel Bayle** maintained the lead... It was a big day for little **Robbie Reynard** at the NMA World Mini Grand Prix held at the new Las Vegas Motocross Park. The 13-year-old wunderkind took first in 80cc Stock and Modified (12-13) and Supermini (12-18)... **Ron Naylor** won the National

Shasta Dam Grand Prix at Redding, California for the sixth year straight. Naylor rode with torn knee ligaments from a race two weeks prior, and said, "I was doing all I could just to keep it steady and hold on." CN



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